

# Manufacturers Record

## Exponent America



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Baltimore, Md.  
APRIL 22, 1926

## The Charleston Convention of the National Foreign Trade Council.

The influence of the convention of the National Foreign Trade Council, which will be held in Charleston, S. C., on April 28 to 30, can be made, through the co-operation of the Southern people, one of the most important business gatherings ever held in the South. It will be the first time the convention has ever been held in a South Atlantic port. It will bring into this section a considerable number of the leading exporters of the United States from the Atlantic to the Pacific and from the Lakes to the Gulf.

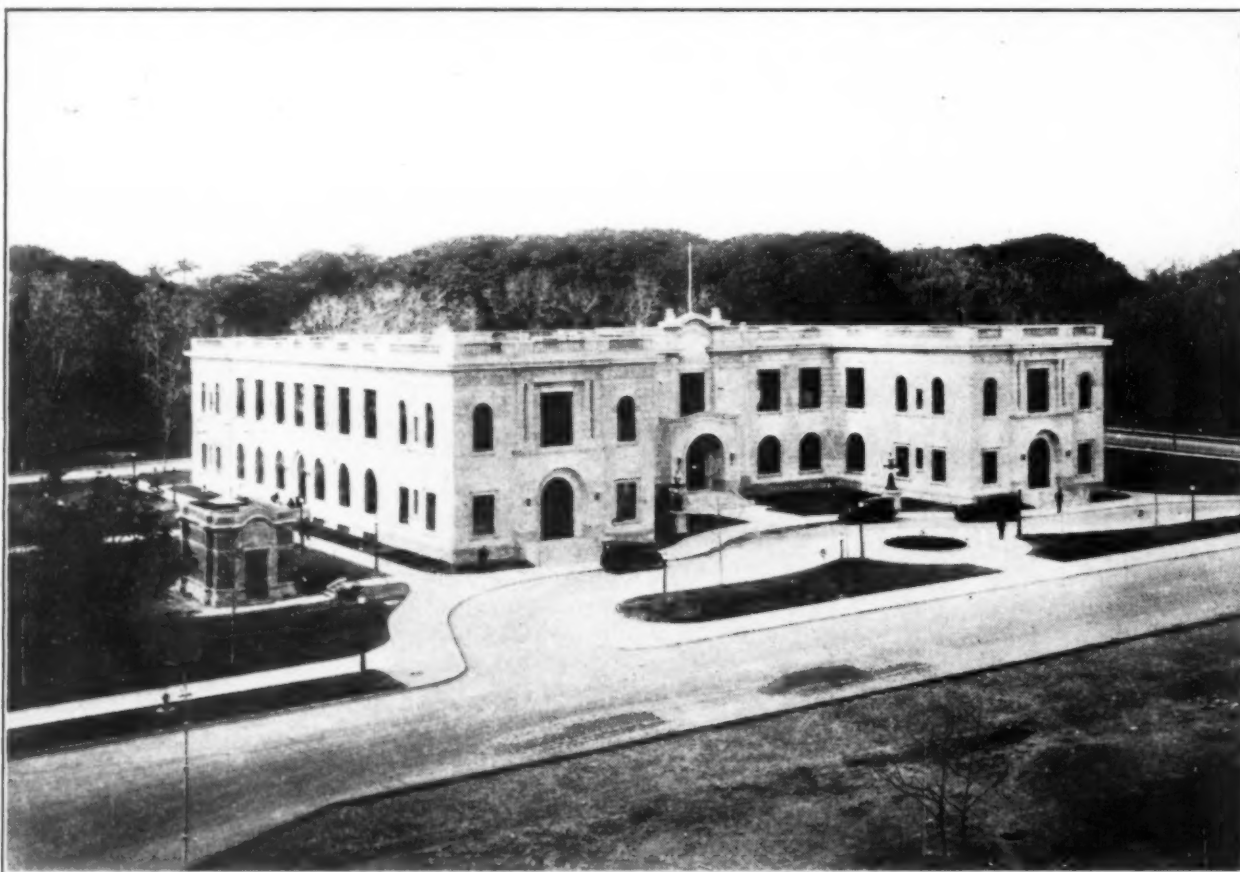
Many of these men of affairs are not thoroughly acquainted with the South, its resources and its progress. Some of them will come into this section for the first time. Some will have an opportunity to study Southern port facilities, with which at present they are wholly unacquainted. It is an opportunity for Charleston and for the whole South to put its best foot forward; to come up to the convention, through representative business men from all parts of the South, to meet representative men from all parts of the North and West.

At this convention will be discussed practically every problem connected with the development of the foreign trade of this country, a matter of vital interest to every section and to every class of people. The manufacturers of iron and steel, and cotton goods and cottonseed products, of lumber, of machinery and many other things; the farmer, whether he raise cotton or other products; the banker and the merchant, are all alike deeply concerned in the expansion of our foreign trade and in the fullest development of our opportunity to reach out for world commerce to a greater extent than ever before.

Problems connected with foreign markets, with how to reach them to the best advantage, with financing of exports and imports, with railroad and steamship transportation to and from Southern ports, will all be discussed by experts familiar with every detail of these conditions.

Following the convention it is quite probable that many of these men of large business interests from other sections will be persuaded to go through the central South and see for themselves what this section is doing and what can be done for the development of domestic and foreign commerce; to see how rapidly its industrial interests are expanding, and yet to realize that, measured by its opportunity, the South has scarcely commenced to grow industrially, commercially or agriculturally. What remains to be achieved is far and away greater than what has been accomplished.

The South must, therefore, meet the North and West at Charleston, and meet it in a way to impress deeply upon the minds of these visitors the reality of the resources and the progress of the South.

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APRIL 22, 1926

# Manufacturers Record

## EXPONENT OF AMERICA

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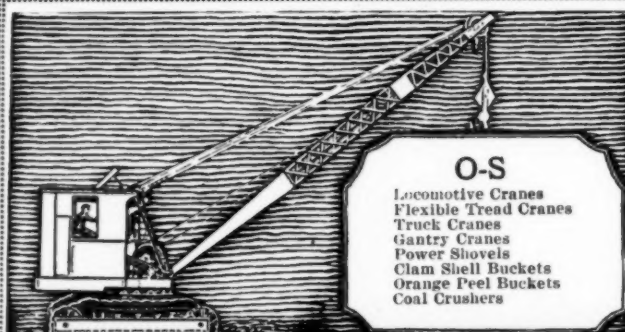


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# Manufacturers Record

EXPONENT OF AMERICA

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of the South and Southwest as the Nation's Greatest Material Asset

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Vol. LXXXIX No. 16 }  
Weekly }

BALTIMORE, APRIL 22, 1926.

{ Single Copies, 20 Cents.  
} \$6.50 a Year.

## The Commerce of Today the Fulfillment of Dreams Nearly a Century Old.

**L**ONG prior to the Civil War the far-visioned people of Charleston, S. C., believed that if a railroad could be constructed from that port across the mountains to Cincinnati it would not only make Charleston the dominant port for the export and import trade of the West, but that by bringing the two sections into close friendly relations the danger of a civil war would be averted.

Backing their faith with their money, a heavy expenditure was made looking to the construction of this railroad. The contest in Congress between Webster and Hayne resulted in lessening the activity of the work then under way for the building of this projected line. The task, however, even without that interruption, was too great for the resources of the day, and after a large expenditure of money the undertaking was abandoned.

It is an interesting fact that some years after the Civil War Gen. John T. Wilder, a distinguished Union officer who had been charmed by the advantages of the South and located there, undertook to carry out the enterprise which had proved too great for South Carolina. He enlisted the co-operation of Boston capitalists, and more than 40 years ago the MANUFACTURERS RECORD sent a member of its staff on a horseback trip with General Wilder across the mountains of Carolina, through the breaks of the Sandy, to Ashland, Ky., in a reconnaissance of the route and the resources of that territory.

The letters published in this paper at that time indicated the vastness of the resources available for development whenever such a road had been constructed. General Wilder and his associates spent some millions of dollars on the enterprise, but the job proved too big for them, as it had for South Carolina in the olden days. Short stretches of line were built at different points, but the task of crossing or tunneling the mountains made the expense too gigantic for the available capital of that day.

Later on, after the scheme had been quiescent for some years, another group of capitalists, including Mark W. Potter, Norman B. Ream, Blair & Co. and others, essayed the difficult task. It is said that when the project was laid before one of the foremost capitalists who became interested in the enterprise he promised his financial co-operation, provided the road should be built with the lowest possible grades and the fewest curves. The result is the Clinchfield Railroad--a marvelous piece of railroad construction. It is claimed that it is the most expensive 250-mile road ever constructed at one time. Its engineers tunneled the mountains, carried the road across great valleys by immense viaducts, and built a line which became almost a model for efficiency and for ability to handle enormous trains. It has now passed under

the control of the Louisville & Nashville Railroad, and connecting links are being built, and the road to Charleston with which it will connect at Spartanburg is being modernized for heavier traffic.

When this work has all been done, the Louisville & Nashville and the Chesapeake & Ohio, through its connection with the Clinchfield, the Seaboard and other roads having the same advantages of connection, will be able to pour into Charleston a traffic which will help to fulfill the dreams of the mighty would-be empire builders who in the earlier days projected this line and who anticipated that Charleston would become the foremost city on the Atlantic Coast.

It is appropriate, therefore, that the National Foreign Trade Council should hold this year's session in the city of Charleston.

The convention will revive with increasing energy the dream of Charleston people of years ago, and a realization of what these people undertook to do far in advance of their day will stimulate every delegate to the convention who, through a study of the facts which will be presented by some of the speakers, will see that long before the Civil War there were many giants in Charleston and in the South at large whose vision of empire building embraced a daring effort to dominate the commerce of the United States and to carry both import and export trade through Southern ports.

In those days there were mighty men of mighty vision who foresaw with the eyes of the prophet all that is now taking place in American commerce and who struggled manfully to concentrate that commerce in the South, realizing that this section was more liberally endowed with natural advantages for commercial development than any other part of America. Men like Matthew F. Maury, the "Pathfinder of the Seas," and many others foresaw what is now taking place with a vision as clear as that of the business men of today who realize that the achievements in American commerce thus far made only indicate the beginning of a world trade far and away beyond anything which has yet been done.

Every port in the South on the Atlantic or the Gulf coast will be needed to take care of this increasing trade, and it will be vastly better for the country as a whole when New York no longer dominates export and import trade to such an extent that it now does, and when all the ports of this country are reaping a fair share of this business and thus building up many centers of commercial and financial activity in place of the overcongestion which is so pronouncedly in evidence in New York.

The delegates to this convention can serve their country as well as themselves by making a careful study of what it



will mean for the welfare of the entire country to develop all South Atlantic and Gulf coast ports in such a way as to prevent further congestion in New York, for this has reached a dangerous point in that city. Every prosperous commercial city along the South Atlantic and Gulf coast will mean safety for the individual exporter and importer and growing prosperity for the country as a whole. Individual selfish regard, if it can be called selfish, for the development of these Southern ports by the exporters of the country will be rendering a distinct service, not merely to themselves but to the whole country.

The West is pre-eminently interested in this situation. The growth of traffic on our railroads, especially those of the trunk lines, will develop more rapidly than facilities for handling this traffic can be increased. Eastern ports cannot provide rapidly enough for the expansion which will take place during the next five or ten years in our import and export trade, as well as in our domestic commerce. The South offers to the country unequalled opportunity for co-operation in the building up of the commerce of every port in this section. It bids the delegates to this convention a hearty welcome, and it urges everyone to study the situation from the broad viewpoint of national progress and prosperity.

#### A REVOLUTIONIZING FARM PLAN TO BE WORKED OUT IN THE SOUTH.

A SOUTHERN state—Florida—has been selected by James C. Penney, founder of an organization now operating 687 stores, for an agricultural experiment which may help to solve the problem of agricultural prosperity for much of this country. Mr. Penney, whose extremely—indeed, thrillingly—interesting story of his life is published in this issue, began his life work at the munificent salary of \$2.27 a month. He tells the story of how he advanced from one place to another, until he received a salary of \$25 a month, and then \$50, and then he opened a store which in its first year did \$29,000 of business. Now the organization which he founded has 687 stores located through 44 states and last year (1925) did a business of \$91,000,000.

The farm plan which he has worked out, which was explained in a recent issue of the Manufacturers Record, is worth a further description. Having purchased 120,000 acres of land in Florida, Mr. Penney is clearing this land and dividing it into small-sized farms. His method for settlement of this land is unique in the extreme, and yet it is so promising in its possibilities that it deserves the careful study of other business men and of great corporations, for we are at last coming to a nation-wide recognition of the fact that tenant farming in this country is growing too rapidly, that thousands of farmers are giving up the struggle under present farming conditions, and that something must be done to save the country by saving its agricultural interests and giving prosperity to the farmers of the land. Upon the independent farmer, rather than upon the tenant farmer rapidly trending toward the status of the peasant class of Europe, depends the future of this country.

That Mr. Penney, after a thorough investigation of the country, should have selected the South for his great experiment in dividing 120,000 acres into small farms, and on them placing farmers in such a way that their independence can be assured if they are men of the right character, should command the nation's attention. Possibly others may find it profitable to see in operations of this kind a broad field, not of philanthropy, although it is philanthropic to the extreme, but of economic opportunity to render an invaluable service to the nation by re-establishing the prosperity of agriculture and giving to men of small means the opportunity of becoming independent farmers.

#### THE MANUFACTURERS RECORD AND ITS ASSOCIATES BUY THE FLEET-McGINLEY PRINTING HOUSE.

FOR over 40 years the Fleet-McGinley Company has printed the MANUFACTURERS RECORD. This is one of the largest book and job printing offices in Baltimore, and possibly the only one in the city at the present time fully equipped to handle the MANUFACTURERS RECORD.

The printing house and the MANUFACTURERS RECORD have been entirely separate institutions, neither having any interest whatever in the other. But one of the former owners of the printing house having died some years ago and the other desiring, on account of health, to retire from all activity, this company was asked to purchase the printing plant. Due to the necessity of maintaining the close relations of the past without any interruption of any kind which might have occurred through the sale to other people of the printing house, the Manufacturers Record Publishing Company, its officials and a few friends, have acquired the printing house as a going concern. This company, therefore, becomes the controlling interest in an exceptionally large printing house, exceptionally well equipped with the most modern machinery for doing every line of printing work from a small job to regular magazine or book work.

We are, therefore, in the market for printing work of all kinds, and shall appreciate orders for every kind of printing, stationery, catalogues, programs, weekly or monthly publications, or any other work that can be turned out by an office equal to handling the MANUFACTURERS RECORD regularly every week. We invite business for the printing house from our readers and friends in all parts of the country.

#### CAN YOU BEAT IT?

THE best description we have ever seen of Florida was written by Dr. Tehyi Hsieh, managing director of the Chinese Trade Bureau of Boston, in a letter to the Christian Science Monitor. After referring to a study of the state and setting forth some of its remarkable progress, Dr. Hsieh said:

"One sees that Florida is the potential sugar bowl, syrup barrel, citrus grove and winter garden of North America, the vacation mecca, the playground of the nation, the heritage of the poor, the paradise of the rich, the opportunity for the producer, the safety vault for the financier, the refuge for the tourist, the workshop for the laborer, the land of wealth, profit, progress, pleasure and prosperity."

If anybody has ever beat that in a perfectly accurate description of Florida, with every word ringing true, we have never seen it.

#### A TRIBUTE TO A RAILROAD PRESIDENT.

L. J. FOLSE, general manager of the Mississippi State Board of Development, in a letter to the MANUFACTURERS RECORD writes:

"The MANUFACTURERS RECORD just came in. I have not had time to do more than glance through it. It is full of most interesting matter as usual. Mr. Markham's statement about the stock law is tremendously helpful. It means more to the obedience of the law than fifty sheriffs. All of our people appreciate Mr. Markham, and, knowing that he is doing all in his power to build Mississippi and help our people, this statement from him as to the value of the stock law assures its full and voluntary observance."

## A Nationwide Invitation to the Charleston Convention of the National Foreign Trade Council.

New York, April 14.

*Editor Manufacturers Record:*

The National Foreign Trade Council has personally invited 6000 Southern business men and civic leaders and 15,000 from the rest of the country to participate in its first convention in the Southeast, to be held at Charleston April 28 to 30.

I take this privilege courteously offered by the MANUFACTURERS RECORD of announcing that all readers of this paper who are interested or concerned in the expansion of foreign trade as

a factor of national prosperity are also most cordially invited to attend as delegates at this far-reaching convention. Registration may be made, accompanied by delegates fee of \$10, either at National Foreign Trade Council, India House, New York, or at Convention Headquarters, Francis Marion Hotel, Charleston.

Thirty states are already represented and every industry in the country. We are all set for one of the best conventions in our history.

O. K. DAVIS,

Secretary, National Foreign Trade Council.

### AN AMERICAN SCHOOL IN MEXICO.

**S**AMUEL W. RIDER, formerly of Kansas City but for many years one of the leading business men of the City of Mexico, sends to the MANUFACTURERS RECORD a special educational number of "Mexican Commerce and Industry," published by the American Chamber of Commerce of the City of Mexico. This issue of that publication is largely devoted to a story of the American School of the City of Mexico, which has now become an international institution of great importance to Mexico and the United States. The school was started in 1905 by American residents for their own children. It has now grown into a graded school with 660 pupils, representing 19 nationalities, who are being fitted for their life work or for entry into the higher institutions of learning. Many colleges and universities of the United States receive students on certificates from that school without examination.

The establishment of the school and its very remarkable success must necessarily have considerable influence in bringing about a better understanding between America and Mexico. Mr. Rider is one of the strong business men of Mexico who for years has sought to bring harmony between the two countries, fully appreciating, as he does, the spirit of the Mexican people and their desire for closer friendship with the United States. Many unwise diplomatic actions and many unwise business transactions between the people of this country and Mexico have created a spirit of irritation between the two countries which is essentially unsound and is injurious to both. Indeed, this spirit, for which many American business men and American diplomats are largely responsible, has influenced Central and South American countries against the United States. Our dealings with Mexico have made these other countries somewhat afraid of us. The American School should, and we doubt not will, prove as the years go by a great influence for harmony. Mr. Rider has been one of the active workers for that school. He was formerly

president of the American Chamber of Commerce of Mexico, and will be glad to give to any American people interested in the school full information as to that enterprise and its needs.

### SECRETARY MELLON MAKES A MISTAKE.

**I**N describing an address by Secretary Mellon of the Treasury to the Union League Club of Philadelphia, an Associated Press dispatch said:

"The Administration believes in help and not in charity' (to Europe), he said, 'and our financial policies toward Europe are backed not by sentiment, but by sense.'"

One seldom finds Mr. Mellon in error, but in this play he miscues. The foundation of "sense" is honesty—honesty is and ever will remain "the best policy," and no one, we believe, subscribes more sincerely to that tenet than Secretary Mellon. Plain, unvarnished honesty demands that the United States cancel its claims on the Allies for money contributed by it to the common cause in lieu of soldiers *after America's entry into the World War*. Such, indeed, was the view of many members of Congress, Democrat and Republican, in providing for the Liberty loans—views voiced in debate, as quoted at length in the MANUFACTURERS RECORD.

To be based on "sense," our policies must fundamentally be based on honesty, and plain honesty demands that these claims—not actual debts—against the Allies be cancelled.

### BIG ENTERPRISE FOR TAMPA UNDER DISCUSSION.

**T**HE Port Planning Group of Tampa, Fla., of which F. L. D. Carr is chairman, has negotiations now under way with Eastern interests looking to the acquiring of extensive waterfront property and the construction of a warehouse and terminal system that, if carried out, will represent an approximate investment of \$8,000,000 to \$10,000,000.



# Magnitude of South's Foreign Commerce—Ranks First in Volume of Exports, Second in Imports.

THROUGH Southern ports in one year pass 38 per cent of the export values and nearly 40 per cent of the export tonnage of the United States. Not only does the South as a whole rank first of all the sections of the country in shipments of merchandise abroad, but individual Southern ports show export values far exceeding the total exports of the entire Pacific Coast, and the Southern state of Texas led all other states in supplying the demands of buyers from foreign countries.

Last year more than \$1,797,000,000 of merchandise was shipped abroad through Southern ports. This is about 38 per cent of the total value of the country's exports and nearly \$53,000,000 more than the aggregate value of exports of the United States in 1910. Since 1910 the South's export shipments have increased in value by \$1,169,000,000, or over 186 per cent, while the increase in the rest of the country outside of the South during this period was 178 per cent.

Of the various geographical divisions of the country, the South ranks first in cargo tonnage exported, second in the value of exports, and second in cargo tonnage and value of imports.

The growing commerce of Southern ports is strikingly shown in the fact that the foreign exports from the Galveston district alone for 1925, amounting to \$639,418,349, exceeded by \$216,000,000 the combined value of exports from all the Pacific Coast. New Orleans, coming next on the list, had a total of \$467,275,387, or \$44,000,000 more than the aggregate exports of the Pacific Coast, which amounted in that year to \$423,648,887.

The exports from the Norfolk district, which includes Hampton Roads, amounted to \$190,000,353, or \$7,000,000 in excess of the exports from San Francisco. The exports from the Norfolk district exceeded by \$70,000,000 the exports from Philadelphia and were more than four times as great as exports from Boston. Savannah exported twice as much as Boston. Sabine district of Texas sent abroad \$17,000,000 more than Boston.

The value of exports from the Charleston district in 1925 was \$30,241,000, an increase of over 60 per cent compared with 1924 and nearly four times the value of its exports in 1910.

The total exports from the Gulf coast districts of the country amounted to \$1,295,440,795, while the total for the South was \$1,797,710,908, or \$22,000,000 in excess of the total exports from New York.

Louisiana led all states in volume and percentage of increase in foreign trade for the fiscal year 1925 compared with 1924 and New Orleans made the greatest gain of any individual seaport both in cargo tonnage and in percentage. The increase in foreign tonnage was 28 per cent for Louisiana and 35 per cent for New Orleans.

Southern import values have been gaining steadily during the last few years, but are not yet in keeping with the magnitude of exports, since the heaviest imports in point of value come through New York and other Eastern ports and through the Pacific Coast ports which handle heavy importations of silks and other merchandise from Japan and the Orient. There is, however, under way a steady expansion of Southern import trade, and, as stated, the South now ranks second in volume of imports, and this will increase from year to year with the better shipping facilities which are now being provided for Southern ports through the establishment of regular steamship lines.

The central West is as vitally interested in development of foreign commerce through Southern ports as the South itself,

for the South Atlantic and Gulf ports furnish the most direct line of least resistance for shipments of the products of the West seeking a foreign outlet.

## EXPORTS AND IMPORTS THROUGH SOUTHERN PORTS, COMPARED WITH PACIFIC COAST AND OTHER DISTRICTS. (By Customs districts, calendar year.)

Customs districts and headquarters	Exports 1925	Imports 1925
Maryland (Baltimore) .....	\$108,612,865	\$94,905,446
Virginia (Norfolk) .....	190,010,353	18,141,594
North Carolina (Wilmington) .....	13,180,074	13,886,228
South Carolina (Charleston) .....	30,241,100	12,776,113
Georgia (Savannah) .....	98,533,745	22,917,445
<b>South Atlantic districts.....</b>	<b>\$440,578,137</b>	<b>\$162,626,821</b>
Florida (Tampa) .....	\$73,818,953	\$31,219,665
Mobile (Mobile) .....	50,131,911	8,069,034
New Orleans (New Orleans) .....	467,275,387	221,023,006
Sabine (Port Arthur) .....	64,796,195	3,864,416
Galveston (Galveston) .....	639,418,349	35,861,709
<b>Gulf Coast districts.....</b>	<b>\$1,295,440,795</b>	<b>\$300,037,830</b>
San Antonio (San Antonio) .....	\$47,136,383	\$3,779,337
El Paso (El Paso) .....	14,555,593	7,396,653
<b>Mexican border districts.....</b>	<b>\$61,691,976</b>	<b>\$11,175,990</b>
Kentucky (Louisville) .....		\$746,729
Tennessee (Memphis) .....		1,071,330
St. Louis (St. Louis) .....		13,037,236
<b>Interior districts .....</b>		<b>\$14,855,295</b>
<b>Total South .....</b>	<b>\$1,797,710,908</b>	<b>\$488,695,936</b>
Washington (Seattle) .....	\$120,557,480	\$261,873,884
Oregon (Portland) .....	41,934,504	12,428,813
San Francisco (San Francisco) .....	183,009,446	197,226,858
Los Angeles (Los Angeles) .....	78,147,457	44,453,360
<b>Pacific Coast districts.....</b>	<b>\$423,648,887</b>	<b>\$515,982,915</b>
Massachusetts (Boston) .....	\$47,493,886	\$321,566,828
New York (New York) .....	1,775,070,113	2,074,864,810
Philadelphia (Philadelphia) .....	119,063,545	215,343,403
Buffalo (Buffalo) .....	177,763,791	115,496,231
Michigan (Detroit) .....	252,274,519	84,246,618
<b>*Total United States.....</b>	<b>\$4,909,396,342</b>	<b>\$4,227,995,091</b>

\*Includes several districts not listed.

## VOLUME OF IMPORTS AND EXPORTS BY STATES AND GEOGRAPHIC DIVISIONS. (Fiscal year ending June 30, 1925.)

	Imports		Exports	
	Tons	Rank	Tons	Rank
Maine .....	537,526	15	243,774	21
Massachusetts .....	2,445,281	6	343,651	17
Rhode Island .....	695,148	11	401	26
Connecticut .....	41,875	25	3,055	23
<b>New England states.....</b>	<b>3,719,830</b>	<b>3</b>	<b>590,881</b>	<b>5</b>
New York .....	13,466,108	1	13,395,881	1
New Jersey .....	1,192,691	8	129,106	22
Pennsylvania .....	3,586,651	4	2,888,504	7
Delaware .....	222,369	18	183	27
<b>Middle Atlantic .....</b>	<b>18,467,819</b>	<b>1</b>	<b>16,413,674</b>	<b>2</b>
Maryland .....	3,746,014	3	1,739,057	9
Virginia .....	581,912	12	3,995,405	5
North Carolina .....	214,875	19	20,743	23
South Carolina .....	565,972	13	308,676	18
Georgia .....	557,304	14	348,970	16
Florida .....	1,108,440	9	1,662,668	10
Alabama .....	333,588	16	756,901	13
Mississippi .....	20,938	26	282,350	19
Louisiana .....	5,419,231	2	5,296,467	4
Texas .....	2,990,777	5	6,392,629	2
<b>Southern States .....</b>	<b>15,539,051</b>	<b>2</b>	<b>20,812,866</b>	<b>1</b>
California .....	1,395,583	7	5,455,826	3
Oregon .....	123,408	21	1,194,956	11
Washington .....	1,016,301	10	1,857,058	8
<b>Pacific States .....</b>	<b>2,535,292</b>	<b>4</b>	<b>8,507,840</b>	<b>3</b>
Ohio .....	480,073	17	3,480,166	6
Indiana .....	2,824	27	6,604	24
Illinois .....	56,420	23	542,016	15
Wisconsin .....	154,366	20	813,287	12
Minnesota .....	50,639	24	729,059	14
Michigan .....	79,656	22	270,993	20
<b>Middle Western .....</b>	<b>823,978</b>	<b>5</b>	<b>5,842,215</b>	<b>4</b>
<b>Total United States.....</b>	<b>41,085,970</b>	<b>..</b>	<b>52,167,476</b>	<b>..</b>

The total volume of exports from the South for the fiscal



year ending June 30, 1925, was 20,813,000 tons, or nearly 40 per cent of the country's total, amounting to 52,167,000 tons. The volume of the South's imports was 15,539,000, or 38 per cent of the country's total of 41,086,000 tons. Compared with the previous fiscal year, the volume of exports through Southern states' ports increased by 23 per cent, while the rest of the country outside of the South during this period showed a decrease of about 3 per cent in tonnage. Though New York ranks first in both volume of exports and imports, Louisiana ranks second in import tonnage and Texas second in export tonnage, while Maryland ranks third in import tonnage and Louisiana fourth in export tonnage. Texas was fifth and Virginia fifth, respectively, in the volume of imports and exports. The ranking of individual ports handling an aggregate volume of foreign commerce of over 50,000 cargo tons in 1925, as compiled by the United States Shipping Board, is given in the following:

FOREIGN COMMERCE OF UNITED STATES PORTS HANDLING  
CARGO TONNAGE OF 50,000 LONG TONS AND OVER,  
FISCAL YEARS ENDED JUNE 30, 1924 AND 1925.  
(In cargo tons of 2240 pounds.)

	Imports 1925		Exports 1925		Total foreign commerce 1925	
	Rank	Tonnage	Rank	Tonnage	Rank	Tonnage
New York, N. Y....	1	10,343,312	1	11,879,653	1	22,222,965
New Orleans, La..	2	5,116,782	2	4,293,549	2	9,410,331
Philadelphia, Pa..	3	3,371,973	5	2,364,832	3	5,736,805
Baltimore, Md....	4	3,746,014	8	1,739,057	4	5,485,071
Los Angeles, Cal..	18	417,903	3	3,333,797	5	3,751,700
Buffalo, N. Y.....	5	2,556,284	15	828,055	6	3,384,339
Galveston, Tex....	7	1,154,507	6	1,989,194	7	3,143,701
Norfolk, Va.....	19	413,593	4	2,499,297	8	2,912,890
San Francisco, Cal.	9	901,620	7	1,779,579	9	2,681,199
Boston, Mass.....	6	1,997,030	34	305,773	10	2,302,803
Houston, Tex.....	13	553,524	9	1,644,980	11	2,198,504
Port Arthur, Tex..	10	741,824	11	1,062,304	12	1,804,128
Newport News, Va.	32	168,319	10	1,496,108	13	1,664,427
Baton Rouge, La..	25	296,172	14	890,322	14	1,186,494
Mobile, Ala.....	22	333,588	17	756,901	15	1,090,489
Perth Amboy, N. J.	8	962,932	56	78,111	16	1,041,043
Cleveland, Ohio....	27	271,923	16	769,093	17	1,041,016
Seattle, Wash.....	16	424,911	21	611,828	18	1,036,739
Portland, Ore.....	40	98,744	13	910,699	19	1,009,443
Toledo, Ohio.....	53	38,102	12	941,927	20	980,029
Tampa, Fla.....	24	323,533	23	573,887	21	897,420
Charleston, S. C..	12	563,802	33	306,617	22	870,419
Sandusky, Ohio....	33	163,348	20	664,069	23	828,017
Savannah, Ga.....	14	514,226	32	311,856	24	826,082
Duluth, Minn.....	50	50,639	18	729,059	25	779,698
Tacoma, Wash.....	23	332,027	26	428,112	26	760,139
Portland, Maine...	15	500,574	40	242,166	27	742,740
Texas City, Tex....	21	340,680	28	393,709	28	734,389
Beaumont, Tex....	105	528	19	689,748	29	690,276
Providence, R. I...	11	632,721	134	401	30	633,122
Superior, Wis.....	57	27,745	22	576,918	31	604,663
Chicago, Ill.....	47	56,420	24	542,016	32	598,436
Jacksonville, Fla.	20	384,187	41	175,145	33	559,332
Key West, Fla.....	28	234,356	36	294,072	34	528,428
Erie, Pa.....	35	144,328	31	377,299	35	521,627
Rochester, N. Y...	31	187,427	35	294,806	36	481,733
Ashtabula, Ohio...	...	...	25	478,636	37	478,636
Fall River, Mass...	17	420,452	66	36,370	38	456,822
Aberdeen, Wash...	100	1,072	27	412,193	39	413,265
Sabine, Tex.....	...	...	29	387,991	40	387,991
Lorain, Ohio.....	80	4,800	30	378,968	41	383,768
Pensacola, Fla....	48	54,167	37	279,879	42	334,046
Freeport, Tex....	30	192,809	52	113,020	43	305,829
Gulfport, Miss....	60	20,938	39	266,186	44	287,124
Port San Luis, Cal.	...	...	38	270,420	45	270,420
Wilmington, N. C..	29	214,875	72	29,743	46	244,618
Ashland, Wis.....	38	117,206	48	126,877	47	244,083
Ogdensburg, N. Y..	26	218,134	73	24,121	48	242,255
Oswego, N. Y.....	69	9,592	42	155,403	49	164,995
Sodus Point, N. Y.	...	...	43	154,143	50	154,143
Anacortes, Wash...	37	120,281	71	29,964	51	150,245
Marcus Hook, Pa...	68	10,345	46	139,651	52	149,996
Everett, Wash....	81	3,422	44	145,978	53	149,400
Newark, N. J.....	34	144,507	104	4,719	54	149,226
Fairport, Ohio....	...	...	45	143,885	55	143,885
Claymont, Del....	36	142,659	...	...	56	142,659
Marquette, Mich...	...	...	47	133,275	57	133,275
Fernandina, Fla...	...	...	49	123,329	58	123,329
Miami, Fla.....	39	112,197	92	6,883	59	119,080
Boca Grande, Fla..	...	...	50	119,065	60	119,065
Bellingham, Wash.	45	63,453	63	51,998	61	115,451
Milwaukee, Wis...	77	5,233	51	106,706	62	111,939
Astoria, Ore.....	59	21,720	54	88,967	63	110,687
Conneaut, Ohio....	93	1,900	53	102,988	64	104,888
Brunswick, Ga....	52	43,078	67	37,114	65	80,192
Wilmington, Del...	43	79,710	136	183	69	79,893
Escanaba, Mich...	87	2,595	62	56,968	76	59,563

(All figures subject to revision.)

In point of volume (cargo tonnage) it is estimated that the foreign trade of the United States for the fiscal year ending June 30, 1925, was 93,253,000 tons. Based on these figures, compiled by the United States Shipping Board, the total foreign trade in volume of the Southern states was 36,352,000

tons, an increase of 3,613,000, or 11 per cent, compared with the corresponding period of 1924. Every Southern state, excepting Maryland, increased its volume of foreign trade in 1925 over 1924, while, with the exception of Maine, all other seaport states handled a less volume of cargo tonnage than in 1924.

Not only has it been shown that the South is pre-eminent as an outlet for the country's foreign trade, but Texas, in figures compiled by the Bureau of Foreign and Domestic Commerce last year, was shown to be first of all the states in point of origin of domestic exports, not even excepting New York and other great industrial centers. The combined value of domestic exports originating in the various Southern states in 1924 amounted to \$1,731,000,000, which was \$477,000,000, or 38 per cent, greater than the combined value of exports originating in the Middle Atlantic states, which follow the South; two and a half times the domestic exports of the East North-Central states and over four times the domestic export values originating in the Pacific Coast states. Exports originating in New England were about one-tenth of the value of those produced in the South.

Not only are the larger ports of the South increasing their shipping facilities, but many smaller Southern ports are being improved and new ones developed.

The Alabama State Docks Commission is going forward with a port-development program at Mobile to involve the expenditure of \$10,000,000, including dredging of 10,000,000 cubic yards of earth, rearrangement of railroad tracks and the construction of new sidings and a terminal five miles long, the building of a steel and concrete bridge, the erection of reinforced concrete piers, together with incidental work.

A deep-water harbor and industrial center to involve the ultimate expenditure of \$15,000,000 at Lake Mabel, Fla., is being promoted by the Hollywood Land & Water Co., with Gen. George W. Goethals acting as consulting engineer. Work has been progressing for about 12 months on the Lake Worth inlet project, West Palm Beach, providing a depth of 16 feet. A bond issue of \$3,350,000 was voted in January assuring a 24-foot depth, together with sufficient terminal facilities, warehouses, jetties, etc.. General Goethals is consulting engineer also on this project. Boca Raton, Fla., let contracts in September, 1925, for jetties and widening the inlet at a cost of \$450,000. St. Petersburg, Fla., had under way in 1925 a big program, providing 1500 feet of reinforced concrete docks, warehouse, etc. Announcement was made in February that \$1,570,000 was available for deepening from 19 to 27 feet and for new wharves and sheds. Contract was let in February at \$800,000 for Sarasota's deep-water channel, providing a depth of 22 feet; construction of two islands, docks, etc. Announcement was made recently that \$1,500,000 was available for additional harbor improvements at Miami.

A navigation district at the mouth of the Brazos River in Texas was created last year and \$1,000,000 in bonds was voted. Government funds are also available for the harbor development, which is Freeport.

Tampa, New Orleans, Corpus Christi, Houston, Lake Charles, La.; Baltimore, Norfolk, Richmond, Charleston and Savannah also have recently completed, have under way or contemplate important port improvements, including dredging, piers, docks, warehouses, etc.

With the modernizing and expanding of Southern ports from Maryland to Texas, and their nearness to the great agricultural and industrial centers of the middle West; with the development of tidewater rail terminals; with the installation of the most modern grain elevators, coal-handling equipment, storage warehouses and docking facilities; with the establishment and operation of the greatest shipyards in the country, Southern ports cannot fail to become the gateway of our great nation in its trade with the world. The South has been and is a great agricultural region. Industrially,

it is now claiming the attention of the country, and who can say in the light of the facts presented that the magnitude of its foreign commerce does not rank it among the foremost countries of the world in commerce?

### A RAILROAD OFFICIAL'S REMARKABLE STATEMENT.

**G**EORGE D. DIXON, assistant to the president of the Pennsylvania Railroad, while in Tampa recently was quoted by the Tampa Morning Telegraph as claiming that the "Volstead law is damnable." In the course of his statement, as quoted, he said:

"This dry law makes people deceitful. It makes them steal. It makes millionaires out of bootleggers. I am really certain it will be amended at this session of Congress. When it is amended, I am also convinced the people in most sections of the United States (I exclude only Florida) will recover their sanity.

"It is utterly impossible to enforce the dry law. The mere idea of it without its conversion into fact is repellant to good, sound judgment, and ordinary common sense such as animals possess. You can't tell a man he can't drink. You can't tell a man he must not do anything. He will not obey you. Each man is so constituted that he wants to do as he pleases.

"I know several instances of police failure to enforce the dry law. I'll tell of one instance. It is of a personal nature with me. My son, who is in college, was going to a party. He had a quart of gin on the back seat of the car. A policeman happened to stop him. The officer searched the car and found the gin. Said my son, with a smile: 'Officer, I just got that out for you. Have a drink.' The policeman took a good nip and with a laugh and a remark about the excellence of the brand, left. My son went to the party and enjoyed himself in a sane manner."

According to this statement, Mr. Dixon said, "You can't tell a man he can't drink. You can't tell a man he must not do anything. He will not obey you. Each man is so constituted that he wants to do as he pleases."

Of all the false stuff that we have ever heard put forth by a business man of supposed intelligence, this statement attributed to Mr. Dixon is about the worst. His railroad tells its employes that they cannot drink, and under no condition would his road permit a drinking man to run a locomotive, and yet Mr. Dixon, as assistant to the president of that road, denies that you can tell a man he must not drink.

He likewise says that you cannot tell a man he must not do anything, because if you do he will not obey you. Under this statement, the Ten Commandments are wholly valueless, because, according to Mr. Dixon's view, such commands as "Thou shalt not" force men to do what they are told not to do. You must not tell a man that he must not murder, because, according to Mr. Dixon, he is bound to do the thing he is told not to do.

This statement indicates a looseness of thought, a viciousness of language that, coming from a railroad official who compels every employe of his road to follow the rules of the road and refrain from drinking, is the most amazing piece of presumptuous suggestion we have ever seen put forth. With some personal acquaintanceship with Mr. Dixon for some years, it seems almost impossible to believe that he had made these statements, and yet here they are quoted, apparently verbatim, from him, and the editor of the Tampa Telegraph wires that he was correctly quoted and Mr. Dixon has refrained from replying to a letter asking for confirmation or denial.

### THE WONDERS OF MODERN INVENTIONS.

**I**N an advertisement recently issued by President McCullah of the New York Telephone Company it is stated that two-thirds of the world's telephones are in the United States and that practically every improvement made to the telephone system is an American invention. Instead of the two instruments of 50 years ago, there are now 17,000,000 in the telephone system of the country. The Bell service is now used more than 50,000,000 times a day, and there are over 500,000 holders of its securities. It is claimed that the Bell System is the most popularly owned public service in the world. Today every seventh person in the country has a telephone, and based on an average of five to a family that would mean that at least five-sevenths of the families of the United States have telephones.

Perhaps the two greatest outstanding inventions of modern times for intercommunication of thought and of transportation are the telephone and the automobile. Two-thirds of all telephones of the world are in the United States and about 85 per cent of all the automobiles of the world are in this country. Nothing else can better illustrate the tremendous growth of everything in America which looks not merely to material progress, but to the things which build up a nation's welfare.

Add to the telephone and to the automobile the radio, the growth of which has been even more rapid than that of either of the other industries mentioned, and no human mind can quite grasp the influence of these inventions upon the material upbuilding of the nation, upon its advancement in education and in the things that make for civilization itself. Millions of people nightly listen to the best artists, to the great speakers on the platform and in the pulpit, all carrying messages which are educational in their effect, and many of the sermons which are heard over the radio are as clear and distinct as though the listener was sitting immediately in front of the pulpit. Millions of people who do not attend church hear some of these sermons. Millions hear the sacred concerts given. Millions hear the voices of some of the greatest singers in America. The mental vision of these listeners is necessarily broadened. To millions of them there comes new inspiration, leading them to broader culture and to a higher life.

As one studies the influence of the telephone, the automobile and the radio with some degree of intelligence or deep thought, the mysteries of these things seem somewhat comparable to the mysteries of life and death and eternity itself. No one can seriously study the radio or the wireless telephone without a sense of humility as he stands in the presence of inventions so marvelous that the human mind can no more comprehend them in full than one can comprehend the mysteries of the universe and thinks of "the music of the spheres" as forever in their revolutions they sing the praise of their Creator.

Every new invention of this kind only serves to broaden the mind; to deepen the spiritual side of life to thoughtful people at least, and to make them realize that these inventions have been given to man not merely for his material advancement, but for his spiritual advancement as well.

### "RESULTS ARE AMAZING."

**W**H. TURNER of Frazier & Co., New York bankers, largely interested in the financing of Southern Dairies, Inc., referring to the recent 14-page descriptive advertisement of the latter company published by us, writes:

"Mr. Hansell wishes me to thank you again for the splendid co-operation you are giving us. **We quite agree with you that the results are amazing.**"



# The Expanding Foreign Commerce of the South.

By R. L. McKELLAR, Foreign Freight Traffic Manager, Southern Railway System.

The holding of the thirteenth annual convention of the National Foreign Trade Council at Charleston, S. C., on April 28 to 30, invites an appraisal of the part the Southern states are taking in foreign commerce. Within recent years the Southern states have been a distinct factor in foreign commerce, and the growth of their foreign trade in the last few decades has been steady and substantial. The last five years show substantial progress, and during the last year the ratio of increase through Southern ports in comparison with other ports has been marked.

For a hundred years or more there has been a large export movement of raw cotton, tobacco and forest products from the South, but within the last 40 years production, distribution and industrial conditions in the South have undergone a decided change. The production of cotton, corn and tobacco has, of course, been continued, but instead of so largely depending upon these leading commodities, and the denuding of forests for shipment elsewhere in raw state, there is now diversified farming, the conversion at home of raw materials into finished and semi-finished products, and the exportation of surplus production through the ports of the South, largely in vessels in which the communities served have either a sentimental or financial interest.

Within this 40-year period the manufacture of cotton in the South has increased from around 200,000 bales to 4,500,000 bales per annum. In 1911 consumption in Southern mills for the first time exceeded that in all other parts of the country, and in every year since then consumption in Southern mills has been greater than in all other parts of the country, amounting in 1925 to 66 per cent of the total consumption of cotton in the United States. A substantial proportion of Southern cotton-mill production is exported, and to a limited extent through Southern ports, with reasonable expectation of steady growth in this direction.

The production of pig-iron in the South is around 4,000,000 tons per annum, and this production is now being converted in the Birmingham, Anniston and Chattanooga districts into plate steel, steel rails, wire rods, nails and cast-iron pipe, and a large part of this production is being exported through Southern ports to the West Indies, Mexico, Central and South America and the Far East through the Panama Canal. Extensive exporting is being done in these commodities by the United States Steel Corporation from its Tennessee Coal & Iron Co. plants, by the Gulf States Steel Company, the Atlantic Steel Company and other independent steel companies, and by the United States Cast Iron Pipe & Foundry Co. and the American Cast Iron Pipe & Foundry Co. and other iron companies.

The South is also producing and exporting phosphate rock, ocher, cement, fire brick, clay products, automobiles, agricultural implements, engines and boilers, machinery, railway cars, refrigerators, paints, furniture, stoves, bathtubs and other plumbing supplies, bottles and glassware, acids, wood extracts, fruits and vegetables, cottonseed oil and meal, cotton waste and linters, petroleum and lubricating oils, coal, cooperage, livestock, packing-house products, grain and grain products, lumber and forest products, cotton, tobacco, coal, marble and naval stores.

## Import Movement.

Manufacturing and diversified farming in the South has in recent years created a largely increased demand for imported raw materials such as logs, extract and dye woods,

tin, bauxite and manganese ores, asphalt, petroleum, rubber, flaxseed, copra, hides, vegetables, fish and cresote oils, burlaps, sisal, newsprint paper, blackstrap molasses, nitrate of soda, potash and pyrites. Increase in population has also created an increased demand for food products, such as sugar, coffee, fruits and vegetables. All of these import commodities for consumption in the South move mainly through Southern ports, as does also a substantial movement to middle West and Western territory. A comparatively new importation is vegetable oils from Asia and copra from the Philippines, made necessary by an inadequate supply of domestic production, due largely to shortage of cotton production in recent years. Another new and rather unique importation is whale oil from whales caught and rendered in the South Atlantic Ocean and handled through Southern ports to interior soap manufacturers.

## Facilities at Southern Ports.

From Galveston, Texas, around to Norfolk, Va., the coastal frontage is approximately 2000 miles. Within this area are found the ports of New Orleans, Gulfport, Mobile, Pensacola, Tampa, Key West, Jacksonville, Fernandina, Brunswick, Savannah, Charleston and Wilmington. While all of these ports are, to a certain extent, competitive with each other, and properly so, nevertheless, as a group, their interests are largely identical.

Galveston and other Texas ports are adequately equipped with modern port facilities, bulk grain elevators, storage, etc., cotton, grain and oil being the leading commodities handled and drawn largely from the empire state of Texas and from Oklahoma, Kansas and Missouri River points.

New Orleans, the second port of the United States, is also one of the outstanding ports of the world. It is served by nine well-equipped trunk lines, the same number as serve the port of New York, and it is also served by the Government-owned-and-operated Mississippi River barge line. Its river frontage of 41 miles, industrial canal frontage of 11 miles and its 10 miles of modern port facilities, including wharves, docks, storage warehouses, bulk grain elevators, cotton warehouses and compresses, fruit wharves, etc., are owned by the state of Louisiana and operated by the Board of Commissioners of the Port of New Orleans, generally known as the Dock Board.

Several of the rail lines, both east and west side, operate their own port terminals, with public belt connection with the Dock Board's city front terminals. The inner harbor Industrial Canal, also operated by the Dock Board, is a unique conception with unlimited possibilities. The municipally-owned-and-operated public belt railroad is the connecting link between rail and ocean carriers, public wharves and industrial canal. The Dock Board terminals, as a whole, are valued at more than \$50,000,000.

Cotton, grain, flour, tobacco, coffee, sugar, rice, molasses, tropical fruits and oil are the chief commodities handled at New Orleans, but in variety of general cargo it also ranks next to New York, and as a coffee market it is a close second to New York.

Following the lead of New Orleans, port facilities at other Southern ports are being acquired and operated by the states or municipalities. Alabama has voted a \$10,000,000 bond issue for the construction of port facilities at Mobile under the direction of the State Docks Commission, headed by Gen. W. L. Sibert. Construction is now well under way for extensive facilities which, in addition to railroad and private



facilities, will equip Mobile for handling a largely increased foreign and intercoastal trade.

Pensacola has a fine harbor, with port facilities adequate to its needs.

Key West, the all-rail entrepot to Cuba, is served by a daily car ferry for the distance of 110 miles between that port and Havana, on which cars from Chicago, St. Louis, Cincinnati, Atlanta and other interior markets are transported through without transfer to delivery tracks and private sidings in Havana and other points in Cuba. There is also steamship service from Key West to Havana.

Jacksonville, the gateway to Florida, is served by four trunk lines, and maintains modern and adequate port facilities, which, in the main, are municipally owned and operated by the Municipal Dock & Terminal Co.

Brunswick is served by three trunk lines, and has a fine harbor and adequate dock and storage facilities.

Savannah, the leading port of Georgia, is served by five rail lines and is well equipped with railroad port facilities, and state aid and support for municipal terminals is also planned.

Charleston, only seven miles from the open sea, has a fine harbor, a dry dock and a navy-yard. It is served by three trunk lines and, in addition to railroad and private port facilities and the Army supply base, municipal terminals are owned and operated by the Port Utilities Commission. It has a modern coal tittle and has developed quite an export and bunker coal business. It has also recently become quite an oil port.

Norfolk has one of the finest harbors in the world. It is served by eight trunk lines and a belt line, and has attracted extensive steamship service. In addition to suitable railroad and private facilities, the Army supply base and bulk grain elevator is operated as a municipal terminal by the Port Commission.

Hampton Roads, which includes Norfolk, Portsmouth, Newport News, Pinnars Point, Lambert Point and Sewalls Point, has the active support of the state of Virginia and is one of the leading coaling stations of the world.

Port facilities at Southern ports have been substantially augmented by the conversion to commercial use of the Army supply bases at Norfolk, Charleston and New Orleans.

The bulk grain elevator capacity of Gulf ports approximates 10,000,000 bushels. These elevators are located at Galveston, Texas City, Port Arthur, New Orleans and Mobile. Grain elevators are also located at Norfolk and Newport News.

Coal from Virginia, Kentucky, Tennessee and Alabama mines is exported in considerable quantity through Charleston, Pensacola, Mobile and New Orleans to Europe, West Indies and South America.

Bunker coal and fuel-oil facilities, with convenient methods for handling, are available at all the principal Southern ports.

The leading cotton ports are Galveston, New Orleans and Savannah, where modern compresses and handling facilities, with ample storage warehouses, are maintained.

The Government-owned-and-operated Mississippi River barge line to New Orleans and the Warrior River barge line to Mobile, both carrying traffic on a differential under rail rates, are substantial contributors to the commerce of these two ports.

#### Movement Through Southern Ports.

Export movement through Southern ports is largely from territory on and south of the Ohio and Potomac rivers and from Western territory on and south of the Missouri River. There is also a substantial movement from Chicago territory and the Northwest, but only a limited movement from the highly productive territory north of the Ohio River.

St. Louis and its metropolitan district, including East St.

Louis and the Ohio River cities of Cairo, Evansville, Louisville, New Albany and Cincinnati, are large producers of export commodities. Farther south are found the active markets of Memphis, Nashville, Chattanooga, Knoxville, Atlanta, Augusta, Macon, Columbus, Birmingham, Anniston, Gadsden, Sheffield, Florence, Decatur, Huntsville and Selma.

The Birmingham district is the "Pittsburgh of the South" in mineral and metal production. In the Carolinas, Asheville, Columbia, Winston-Salem, Charlotte and Durham are rapidly developing markets and, in Virginia, Richmond manufactures almost everything from locomotives to clothespins; Lynchburg and Danville are also substantial producers.

#### Rail and Ocean Rates and Service.

In the matter of inland rate adjustment Southern ports now occupy a favorable position. Rail rates from adjacent Southern territory are, of course, lower than to North Atlantic or Pacific ports, and, as a general proposition, export rates from territory on and north of the Ohio to Southern ports are no higher than to New York, and it is reasonable to expect that this adjustment will not be materially disturbed.

From Ohio River crossings and St. Louis rates are no higher than to Baltimore and Norfolk; in fact, at the present time, both export and import rates between Ohio River crossings and Southern ports are below the Baltimore scale by reason of the percentage advance in August, 1920, being greater in trunk-line territory than in Southern territory.

Import rates from Southern ports to points in Central Freight Association territory west of the Cincinnati-Chicago line are also lower than from Baltimore, due to the same cause, and from Gulf ports to St. Louis, Cincinnati, Chicago and intermediate points import rates on traffic from Europe and Africa are differentials lower than the rates from New York to the same points to the extent of 18 cents per 100 pounds on first class down to 6 cents per 100 pounds on sixth class under an arbitration known as the Knott-Todd award.

Ocean rates to Cuba and other islands of the West Indies, to Mexico, Central and South America and to the Orient through the Panama Canal are the same as from New York. To European and Mediterranean ports discriminating ocean differentials have recently been disapproved and removed. Steamship service from these Southern ports to all the principal ports of the world is reasonably adequate, and to Latin-American countries and the Far East it is entirely so. Included in this service is the Cuban All-Rail Route via Key West to Havana, and both all-rail and rail-and-water service to Mexico. Locally at these ports a measure of personal service is readily obtainable.

#### Panama Canal Traffic.

Fourteen steamship lines are now handling intercoastal business through the Panama Canal, a large part of which is susceptible of handling through Southern ports. The total traffic through the canal is steadily increasing and now exceeds that of the Suez Canal. Commercial vessels making the transit for the year now number over 5000, carrying over 27,000,000 long tons of cargo, on which over \$25,000,000 is collected in canal tolls.

#### Foreign Trade Activities in the South.

As is the case in other territories, productive capacity in the South, greatly increased under the necessity and stimulus of war requirements, is now in excess of domestic requirements; therefore, export markets of increasing demands are needed to prevent curtailment of production and to fill in the gap between loss and profit.

The South is, of course, supplying foreign markets to a certain extent, as indicated by commodity movements to

which reference has been made, but its active entry into competition on manufactured products is of comparatively recent date; therefore, progress is not comparable with its long established competitors in Europe nor with the much further advanced manufacturing section of this country north of the Ohio and Potomac rivers.

It should be clearly understood, however, that the South is an interested and active bidder for a greater share in foreign trade in all lines of production from its farms, forests, mines and factors, and to this end it is each year more comprehensively co-ordinating its energies and activities. Greater interest in, and study of, foreign markets is apparent in all lines of production.

Many of the larger manufacturers have established foreign departments, with export sales managers, and the smaller ones are availing themselves more and more of the research and information assistance provided by Governmental, railroad, steamship, banking and credit agencies. Financial institutions at Southern ports and also in the interior are each year more fully realizing their part and responsibility in this development, and a number maintain foreign departments under the direction of experts and others assign this work to some responsible officer.

The American Manufacturers Foreign Credit Underwriters of New York and Chicago have extended their research and credit activities to the South. The Department of Commerce, through its well organized and efficiently conducted Bureau of Foreign and Domestic Commerce, is rendering excellent service in the interest of foreign trade development. Its commerce reports are highly instructive. It maintains district offices and managers at St. Louis, Atlanta and New Orleans, and co-operative offices at Birmingham, Chattanooga, Cincinnati, Dallas, Fort Worth, Mobile, Norfolk, Pensacola and Richmond. These offices are well equipped and helpful, and additional ones are under consideration. The railroads are also an important factor in this development, and foreign organizations are maintained by the Southern Railway, Illinois Central, Missouri Pacific, Louisville & Nashville and Seaboard Air Line. The Southern Railway employs a Latin-American representative who makes periodical visits to adjacent Latin-American countries for the purpose of obtaining first-hand information for the benefit of manufacturers and producers on its lines and of acquainting them with the needs and requirements of these countries. The steamship lines are also co-operative and helpful.

At a number of Southern ports, and also at interior trade centers, foreign trade clubs have been organized to study and promote foreign trade. Study of the Spanish language is being made a speciality in a number of Southern universities, colleges and schools with a view to promoting closer trade relations with Latin-American countries, and students from those countries for education in our institutions are actively solicited. Trade delegations from leading Southern markets to nearby Latin-American countries are becoming more and more frequent, and New Orleans has recently opened a permanent World Trade Exposition specially designed to attract foreign trade.

Europe, even though impoverished, is still the best foreign market for Southern production, taking, as it does, about 50 per cent of the total exportation from the South. A financial cloud still hangs over industrial Europe which limits its purchasing power, and until it clears the purchases of our best foreign customer will be limited to actual necessities in the way of food and raw materials.

Near by Cuba is basically rich and is fast recovering from its financial cataclysm of 1920. It enjoys a unique position in trade in that it imports the majority of what it consumes and exports the majority of what it produces. With a sugar crop of 5,000,000 tons, even at a depressed price, and with a

ready market for its blackstrap, tobacco, fruits and minerals, its purchasing power is rapidly increasing.

Mexico is courageously struggling for stable government, and with its stores of oils, minerals and hardwoods, and its need for our manufactured products, it is beckoning for an increased exchange of these commodities.

Porto Rico, Central America and South America and the Orient are also markets naturally tributary to the South.

Southern ports are warm-water ports, open all the year around, served by uncongested lines of north-and-south railways, augmented by existing barge-line service with differential rates, and on reaching the seaboard meet with adequate steamship service to all ports of the world. These ports are also advantageously located, both in respect to producing sections of the country and to the consuming markets of the world, and there is every reason why a much larger proportion of the nation's export traffic should go through these channels, particularly so when it is considered that approximately 40 per cent of our total exports originate in Southern and Southwestern states tributary to Southern ports, Galveston to Baltimore, inclusive.

Therefore, the South has yet big things to do in drawing exports from the great middle West down through the ports of the South, and in expanding and quickening its own export business in proportion to its wonderful commercial and industrial development.

The Charleston convention, attended, as it will be, by an array of the best business brains of this country, will afford Southern delegates an excellent opportunity to get the benefit of new viewpoints and make new contacts, and to absorb the experience of recognized leaders in foreign trade; and, on the other hand, captains of industry and representatives of big business from all parts of the country will have the opportunity of observing cheap living costs, cheap labor costs, cheap water-power and the number and magnitude of recent electric power developments in the South. Among these developments is the far-famed Muscle Shoals, still awaiting use, and a string of other potential developments in Tennessee, Georgia and the Carolinas.

### Members of Trade Council Looking Forward Eagerly to Charleston Meeting.

Bankers Trust Company.

New York, March 25.

#### Editor Manufacturers Record:

Every organization of men brought together for a constructive purpose and carried on with such intent must be helpful in furthering the cause that leads to its creation. The National Foreign Trade Council is such an organization. Those who attend its meetings do so for a constructive purpose, and in addition to the acquaintanceships that are developed at the conventions, which are most valuable from the standpoint of the general good, as well as individually, the work of the Council has always been attended with a very real purpose—that is, of furthering the trade and commerce of the United States from the standpoint of both exports and imports.

Very real results are expected from the convention to be held at Charleston; these will first be personal to those who attend, in furnishing them an opportunity to see one of our most interesting port cities and in extending old acquaintances and leading to new, and second in the actual work of the convention itself, which should bring forward old problems in new ways and possibly state new problems in old ways. This should lead to greater understanding on the part of our people and consequently make progress toward their solution.

The members of the National Foreign Trade Council, I am sure, are looking forward to this meeting with much interest, and they are particularly pleased at the opportunity it offers to see the city of Charleston and its surroundings and to become better acquainted with this beautiful Southern port.

F. I. KENT, Vice-President.



# Port of Charleston Shows Great Foreign Trade Growth.

[Special Correspondence Manufacturers Record.]

Charleston, S. C., April 19.

The National Foreign Trade Council chose the port of Charleston as the locale for its thirteenth national convention largely because of the phenomenal percentage of increase in foreign trade shown by this port during the last few years. This increase reflects the industrial and commercial growth of the Southeast, but also these ports are now gateways for the entire middle West.

The ports have been hindered in the past by the fact that there were no export rates from Central Freight Association territory. The lack of a sufficient number of ocean gateways was so keenly felt during the World War that the United States Railroad Administration instituted export rates and eventually succeeded in allowing a small differential under the North Atlantic ports to encourage the movement of suffi-

cal location, with respect both to the hinterland and the overseas markets. Coupled with an aggressive port development policy on the part of the city administration and the state of South Carolina, which only last year declared the port of Charleston to be its state port and formed a State Port Commission, it can be readily understood that such a collection of advantages must result in an increase in foreign trade, which is a substantial item in the aggregate traffic of the port. Cotton, cotton by-products, tobacco and coal predominate in the exports, and fertilizer materials and mineral oils compose the bulk of the imports. General cargo has increased greatly with the opening up of new European and Far Eastern services. In 1925 foreign trade for the calendar year increased 36.5 per cent over 1924.

The following table shows the foreign trade of Charleston



VIEW OF PORT OF CHARLESTON, LOOKING SEAWARD.

cient freight through the South Atlantic to develop and maintain these ports to a plane of efficiency.

For several generations preceding the World War the South Atlantic ports served local interests only; cotton and cotton products and naval stores were exported; fertilizer materials and, eventually, some raw sugar were imported, these commodities moving in tramps, or chartered, vessels. Since the World War, and especially during the past four years, the movement has shifted almost entirely from local bulk commodities in charters to diversified cargoes in liners.

When it is considered that Charleston is only 12 hours' steaming farther from Liverpool than Baltimore, and almost equidistant from Indianapolis and Chicago by rail as is New York; and when it is considered that, with 30 feet of water at low tide and 35 feet at high tide, accommodating over 99 per cent of all the merchant ships in the world, and with modern terminal facilities built by the Government during the war and by the city administration since the World War, it will be seen that the port has the harbor facilities, the terminal facilities, the inland rail connections, the geographi-

cal location, with respect both to the hinterland and the overseas markets. Coupled with an aggressive port development policy on the part of the city administration and the state of South Carolina, which only last year declared the port of Charleston to be its state port and formed a State Port Commission, it can be readily understood that such a collection of advantages must result in an increase in foreign trade, which is a substantial item in the aggregate traffic of the port. Cotton, cotton by-products, tobacco and coal predominate in the exports, and fertilizer materials and mineral oils compose the bulk of the imports. General cargo has increased greatly with the opening up of new European and Far Eastern services. In 1925 foreign trade for the calendar year increased 36.5 per cent over 1924.

	Tonnage	Value
1921—Imports .....	309,333	\$2,761,743
Exports .....	359,380	9,797,738
Total.....	668,713	\$12,558,481
1922—Imports .....	280,820	\$6,542,096
Exports .....	174,790	12,875,518
Total.....	455,610	\$19,417,619
1923—Imports .....	373,227	\$7,936,504
Exports .....	324,699	25,514,475
Total.....	697,926	\$33,450,979
1924—Imports .....	594,289	\$12,771,826
Exports .....	191,893	18,820,604
Total.....	786,182	\$31,592,430
1925—Imports .....	*563,802	*12,776,113
Exports .....	*306,617	30,241,100
Total.....	*870,419	\$43,017,213

\*Tonnage figures for 1925 fiscal year, while value figures are for calendar year.



It will be noted that Charleston's foreign trade for 1925 over 1921 increased 245 per cent.

Charleston is the predominant American flagship port of the South Atlantic. During the calendar year 1925 a total

able and special care is assured in the handling of this commodity. No bale hooks are used and butt-end storage is the rule.

Outbound shipments between the port of Charleston and



COOPER RIVER WATER FRONT, CHARLESTON, SHOWING NEW UNION PIERS, MUNICIPALLY OWNED.

of 388 ships in foreign trade entered and cleared at the local custom-house, entrances totaling 200 and clearances 188. The year's total exceeded the 1924 figure by 71, reflecting the increase in foreign trade for the port. The American flag was predominant, with 251 of the vessels entering and clearing flying the Stars and Stripes. Of the foreign flags, Great Britain led; others were Germany, Norway, Sweden, Denmark, France, Belgium, Italy, Spain and Japan.

Charleston's coastwise trade consists principally of cotton and cotton-piece goods, lumber, crossties, petroleum, products, fertilizer and miscellaneous merchandise. The cotton mills of the Southeastern mill district, shipping cotton-piece goods to the bleacheries and finishing plants of the Eastern and New England sections, find in Charleston an ideal transshipment port.

A "textile special" operated by the Southern Railway and made up at Atlanta touches at Spartanburg and other important textile centers. This train, in line with the textile specials serving the East, provides a two-day service to the port of Charleston for through shipments to the distributing points named. Ample, safe and dry shipside storage is avail-

the terminals of the Pacific Coast embrace textiles, oyster shells, canned vegetables, granite, furniture, peanuts and general merchandise. Predominating inbound commodities are talc, canned milk, beans, dried fruit, doors, lumber, hay and flour. Intercoastal trade in long tons hauled increased 35.5 per cent in 1925 over 1924, the movements being 31,507 and 23,245 tons, respectively.

A resume of coastwise and intercoastal trade for five years is shown by the following figures compiled by the Board of Engineers for Rivers and Harbors:

	Tonnage	Value
1920.....	615,471	\$69,305,723
1921.....	788,458	103,728,968
1922.....	890,384	78,511,698
1923.....	1,012,203	141,610,618
1924.....	886,759	128,588,005

That Charleston's increase in foreign trade is to continue through the present year seems evidenced by the January export figures recently released by the Department of Commerce. Only four ports of the United States showed an increase in exports in January, 1926, over the same month of last year, and Charleston ranked third among these ports.

## How Many Business Men Are Giving Adequate Consideration to the Charleston Convention?

Chas. A. Schieren Company.

New York, April 9.

Editor Manufacturers Record:

The time for the convention of the National Foreign Trade Council to be held in Charleston is nearly here, and I am wondering how many are giving it serious thought.

I say serious thought, but that is not half as strong as it should be expressed. Too much cannot be said of the work this organization is doing. Many of us fail to realize it, for we are so engrossed in the immediate effect on us of the local conditions that we fail to look afar and see how the local conditions are affected by the foreign trade.

The Chas. A. Schieren Company can feel directly something of what is taking place in the foreign markets, because its products are sold in nearly every country throughout the world, but I wonder how many mills in the South are considering what the effect may be on the price of their goods and the volume of their domestic sales, resulting from changes which seem to be taking place in the labor conditions of certain foreign countries. A rise in real wages in Europe should give American-made goods more favorable competition and indirectly affect the mills of the South.

One of the best ways to secure the benefits from these conditions is to support the work of the Foreign Trade Council, and the value of the results of the work will be in proportion to the support given the movement.

CHAS. A. SCHIEREN, President.

# Mobile's \$10,000,000 Harbor Development Being Aggressively Pushed.

INDUSTRIAL OPPORTUNITIES COMMANDING INCREASED ATTENTION.

By E. F. LADD, President, Merchants Bank of Mobile.

Steel pile drivers that appear from a distance like derricks in an oil field are sinking concrete piling for Pier No. 2, the first unit under construction by the State Docks Commission for Alabama's port terminal system at Mobile. Doullut & Ewin of New Orleans, contractors, are making good time with their work. Another New Orleans corporation, the W. Horace Williams Company, Inc., has been awarded contract for the cotton warehouse foundations and walls, parts of a plant for compressing, handling and storing the staple that is to restore Mobile's prestige as a cotton-exporting port. Bids for steel trusses and roof have been opened by the Commission. A Webb high-density compress will be installed, and this unit will be ready for use before this year's cotton begins to move.

In the meantime the suction dredge Alabama, built at Baltimore for the Commission, works day and night molding Farmer's Island into the form desired. The Alabama threw up the fill that forms the new track of the Louisville & Nashville Railroad along a river frontage of three miles or more and then cut the diversion canal which runs the water of One-Mile Creek into Three-Mile Creek, entirely closing the former, so that Farmer's Island has become a peninsula. Gradually the entire tract, to be occupied by interchange tracks and other connections of the Port Terminal Railroad and to be leased for industrial sites, is being elevated in the process of dredging above the highest known storm-tide levels.

The observer is impressed by the orderly precision with which this important work is being carried forward under the management and personal direction of Maj. Gen. William L. Sibert, chairman and chief engineer of the State Docks Commission. If he is permitted to proceed without interruption, the entire \$10,000,000 plant may be completed during 1927.

Mobile's commerce is growing, as is that of other seaports on the Gulf. Wharves of the Alabama seaport are crowded with vessels of every character. The business of transporting lumber, cement, gravel and other building materials to Florida ports is of recent development, while the Panama Canal is justifying its prophets, for intercoastal commerce shows continuous improvement.

Great as this increase in coastwise and intercoastal trade has been, General Sibert and other students of national commerce express the opinion that the movement through the ports on the Gulf still is far below what it should be; that there is a vast area in the Mississippi Valley that ought to be served in the transportation of many commodities by coastwise shipping—through Gulf ports and the north and south railroads to and from these Valley points. It is contended that the proposed new lines of the Frisco system to one or more of the Gulf ports are in line with this economic necessity.

Having passed the initial stages of land purchase, planning, railroad building and letting the first contracts for Alabama's port terminal system, General Sibert and his associates on the State Docks Commission are making a critical study of the entire field of commercial and industrial activities within practical range of their stronghold.

Officials of the Alabama Power Company have announced their purpose to complete the high line from the Coosa-Tallapoosa hydro-electric plants to Mobile in September

this year. Cheap and abundant electrical energy is expected to have an important bearing on the scope and character of the industries to be located on that portion of the terminal property not required for port development in the near future.

The purpose of the Docks Commission in offering certain sections of the 560-acre tract for industrial sites is not so much to obtain revenue from the rental of the land as to increase the tonnage of the port by encouraging the establishment of such manufactories as will bring in a large volume of raw materials and ship out their finished products, thereby increasing rail and water commerce of the port.

Electrochemical industries are embraced in the scope of the Commission's research. Sulphur, salt, phosphate rock, coal, iron, limestone, manganese ore and bauxite are among the basic commodities used in electrochemical industries that can be brought to Mobile by water and assembled at industrial sites offered with the greatest possible dispatch and economy in transportation and handling. Industries so located will have access to the docks, steamship lines, rail lines and the Warrior barge line, also Alabama Power Company power and city water.

The certainty of the port terminal development and prospect of great industries has had a marked effect upon the local business situation, as evidenced by increased activity in banking, realty and other circles usually regarded as trade barometers.

The building of two bridges and a causeway across Mobile River, Bay and Delta has shown effects equally stimulating. Contracts have been let, work is now in progress and, what is more important, it is a Mobile plan, being financed largely by Mobile capital.

## Alabama to Be Represented.

Birmingham, April 19—[Special.]—Industrial leaders of Alabama, including shipping interests, are manifesting interest in the National Foreign Trade Council Convention at Charleston, and on the list of speakers is George Gordon Crawford, president of the Tennessee Coal, Iron & Railroad Co., to discuss "The South's Part in America's Exportation." The Birmingham district is now very greatly interested in probable export trade development, and there is belief that much export business is now in sight.

Representatives of shipping interests around Mobile and elsewhere will join the Alabama corporations in attendance, and Gen. W. L. Sibert, in charge of the state port project at Mobile, the port of Mobile, will attend.

Among those already signifying intentions of going to Charleston for this convention are Hugh Morrow, president of the Sloss-Sheffield Steel & Iron Co.; W. D. Tynes, president of the Hardie-Tynes Manufacturing Co.; W. D. Nesbitt, president of the Port of Birmingham Company and president of the Warrant Warehouse Company; R. A. Brown, president of the Steel Cities Chemical Company and member of the advisory board to the Federal Inland Waterways Corporation; Horace Hammond, president, and J. W. Porter of the Hammond Iron Company and also representative of the Alabama By-Products Corporation; Charles T. Fairbairn, manager Southern division of the Republic Iron & Steel Co.; W. H. Weller of the United States Fuel Company here.



# What Leaders in America's Foreign Trade Anticipate From Charleston Convention of the National Foreign Trade Council.

The importance of the full development of the foreign trade possibilities of this country, which will be the dominating note of the Charleston meeting, is presented in the following letters from men who have long been engaged in world-wide export and import business. None but those who have been active in foreign trade for years can quite appreciate its importance and the necessity of utilizing every possible opportunity for opening up new avenues of foreign commerce and joining other countries in the larger development of world commerce.

Throughout all the world there is an awakening to the potentialities of larger commercial and industrial development. The world is beginning to realize that with only 3 per cent of the world's population America is producing more than half of the world's coal, and iron, and steel, and cotton, and petroleum, and many other things which enter into the business life of the country. Stimulated by the realization of these facts, other countries are planning to follow in the wake of America in the utilization of their natural advantages and in larger production, giving increased employment to people and thereby furnishing them opportunities more in keeping than heretofore with what the laboring people and all other classes in America enjoy through our wonderful industrial development.

With the stimulation of the thought of the people of other countries as they study what America is doing, there will come a broadening of the world's markets for everything which America produces. We must be ready to take advantage of that situation, and, in helping other countries to stimulate their trade, quicken the business activities of all the world.

On behalf of the business interests of the entire South the MANUFACTURERS RECORD would bid a hearty welcome to every delegate to the Charleston convention, and express the hope that everyone may realize that of the South and its resources not one-half has yet been told. We trust that these people will study the South to a greater extent than they have ever done in the past and come in direct contact with the business men of a very large part of this section. In this commingling of men of affairs from the North and the West and the South will come a better understanding of the business conditions and the problems of all sections to the great advantage of the whole country.

The following letters from leaders in foreign trade are worthy of careful study:

## The Supreme Importance of Developing Our Foreign Trade As Seen by President Dollar.

Dollar Steamship Line.

San Francisco, March 26.

*Editor Manufacturers Record:*

You request our views on the National Foreign Trade Council to be held in Charleston. You emphasize that it is of great importance to the Southern states. This is quite correct, as it is the first meeting of the Council that has been held in Charleston. However, two sessions have been held in New Orleans.

The whole of the United States appreciates the importance of what the Foreign Trade Council is doing; hence the various cities in which the annual meetings have been held. The people of the United States are beginning to realize the great

importance of foreign trade, which is growing every year. It has now got to the point where it would be a national disaster if we lost our foreign trade. So all those of us who are engaged in foreign trade fully appreciate the aid that the MANUFACTURERS RECORD has given them.

ROBERT DOLLAR.

## A Great Exporter's Views of the Value of the Charleston Convention.

United States Steel Products Company.

Exporters of the Products of

Carnegie Steel Co., Illinois Steel Co., American Steel & Wire Co., American Sheet & Tinplate Co., American Bridge Co., The Lorain Steel Co., National Tube Co., Shelby Steel Tube Co., Minnesota Steel Co., Tennessee Coal, Iron & Railroad Co.

New York, April 8.

*Editor Manufacturers Record:*

The National Foreign Trade Council is an association of merchants, manufacturers, railroad and steamship men and bankers representing all sections of the United States. On May 27 and 28, 1914, the first national convention of the Council was held at Washington, D. C., and in each of the eleven succeeding years a convention has been held at a different place in the United States. These foreign trade conventions bring together people of varied interests, experience and points of view, but all having one thing in common—that they are interested in the promotion and development of the foreign trade of the United States. The bringing of these people together in the annual conventions enables them to become acquainted with one another, discuss matters of common interest and to get one another's points of view. Opportunity is afforded for the discussion of the difficulties encountered in developing and conducting various classes of foreign trade, and not infrequently results in pointing the way to a solution of particular problems.

Foreign trade is essential to the continued prosperity of the nation. The normal production of our farms, our mines and our industries in many lines exceeds the requirements of domestic consumption, and unless foreign markets are available for this excess production must be restricted, with corresponding loss, not only to the producers but to those engaged in the transportation and marketing of the products. Development of export markets for our surplus production necessarily involves a corresponding development of imports in order to provide the means of payment for our exports. The growth of our population and of our industries necessitates constantly increasing supplies of food products, raw materials and other commodities which are not produced in this country, or, if produced at all, in quantities insufficient for our needs. Just as we cannot continue to maintain and develop our export business without a corresponding inward flow of imports, so also we cannot continue to obtain, on the most advantageous terms, those foreign products which we need to import unless we develop a corresponding flow of our own products to the foreign markets.

The Southern States of this country are particularly interested in maintaining and developing foreign markets for the surplus production of their farms, forests and mines, and, in a steadily increasing degree, of their rapidly developing manufacturing industries. I believe that it is to the interest of everyone engaged in the production, handling and transportation of cotton, for instance, and in the South's manufacturing industries, to acquaint himself with the possibilities of foreign trade and how it can best be promoted. To all such attendance at the National Foreign Trade Convention, to be held at Charleston this month, should afford an opportunity which cannot fail to be of advantage to them.

E. P. THOMAS, President.

## As Viewed by President Markham of the Illinois Central.

Illinois Central Railroad Company.  
Chicago, April 14.

### Editor Manufacturers Record:

The United States is more self-contained commercially and less dependent on foreign markets than any other important industrial nation. However, foreign trade is a highly important factor in the economic well-being of this country. Prosperity consists of balance in the exchange of the products of industry, and a state of balance cannot be maintained without an uninterrupted flow of products from producers to consumers throughout the world. We need foreign trade to make secure our prosperity.

Those who engage in foreign trade are necessarily co-operators to a greater extent than they are competitors. They face common problems at home and abroad, and to meet those problems successfully they can well afford to unite their efforts through activities such as the National Foreign Trade Council, with its annual conventions.

This is a particularly fortunate time for the annual convention to be held at one of our great Southern ports. In the past year the attention of the country has been directed as never before to the boundless opportunities that exist in the South—the wealth of natural resources, the abundance of good transportation, the diversity of agricultural production and the increasing growth of industrial activity. Our people have learned more of the South, and the tide of growth and expansion has been turned Southward.

It is good time to take note of the fact that no part of our country is more advantageously located or more richly favored for carrying on a great ocean commerce than the South, with its 3000 miles of coast line and its splendid port facilities. Our Southern ports are the natural gateways for foreign trade between this country and Central and South America, and are of increasing importance in our foreign commerce with Europe and Asia. These foreign trade advantages, together with the rapid development of the South in agriculture, industry and commerce, have been responsible for remarkable gains in foreign commerce through Southern ports in recent years.

It is highly significant that while the combined foreign commerce of our Southern ports in 1925 was 3,700,000 tons, or 14 per cent greater than in 1924, the combined foreign commerce of all our other ports was 2,450,000 tons, or nearly 4 per cent less than in 1924. Between 1880 and 1923 foreign commerce through our Southern ports increased sixfold; but its ratio to the total foreign commerce of the country increased only from 20 per cent to 23 per cent during that period. In 1924, however, nearly 30 per cent of the total foreign commerce of the country passed through our Southern ports, and in 1925 these ports handled more than 33 per cent of our foreign commerce.

The port of New Orleans, the second port of the United States and the leading port of the South, enjoys the distinction of having made the greatest advance of any individual United States port last year, both in cargo tonnage and in percentage ratio. The foreign trade through this port in 1925 amounted to 9,400,000 tons, as compared with 6,950,000 in 1924, an increase of 35 per cent. Foreign commerce through New Orleans alone in 1925 amounted to more than one-third of the total commercial tonnage through the Panama Canal.

Best wishes for the success of the 1926 convention of the National Foreign Trade Council.

C. H. MARKHAM,  
President.

## This Country Must Have Foreign Trade.

United States Rubber Company.  
New York, April 15.

### Editor Manufacturers Record:

We believe that the Charleston Convention of the National Foreign Trade Council should be particularly called to the attention of merchants, manufacturers and exporters throughout the South and West in an endeavor to encourage the greatest possible attendance.

We believe that substantial benefits will result to those who attend, as the National Foreign Trade Council is the foremost export organization in the United States, and this company, through its subsidiary, the United States Rubber Export Company, Limited, has contributed to the financial support of the Council for a number of years as a sound business investment.

This country must have a large permanent foreign trade.

and the Council is organized to help materially to accomplish this result, and it has been an important factor in expanding the overseas trade of the United States in recent years. All thinking people should be interested in foreign trade, as undoubtedly, from the national point of view, greater prosperity comes through greater foreign trade.

C. B. SEGER,  
President.

## Significant Features of the Convention.

Parker, Peebles & Knox, Inc.  
New York City, April 13.

### Editor Manufacturers Record:

The National Foreign Trade Convention brings together from all sections of the country business men who are largely devoting their energies to fostering the foreign trade of this country. The results of their efforts are attested by nearly \$5,000,000,000 of exports and over \$4,000,000,000 of imports during the year 1925, representing the largest volume of foreign trade since the war and post-war inflation period.

The proportion which total exports bear to the nation's business as a whole is not impressive, judged by mere percentage. But, it is a well-known fact that it is generally the last 10 or 15 per cent of an industry's production which results in dividends. Furthermore, foreign sales have a tendency partly to compensate for the ups and downs of domestic production, in that demand does not necessarily occur at the same period as in the home market. It is, therefore, not an extravagant statement that export sales constitute a most important element in the industrial prosperity of this country.

The selection of Charleston as the convention city serves as a reminder of the position occupied by the Southern states in the aggregate volume of our foreign trade. Our greatest single item of export is cotton, which in 1925 comprised 22 per cent of the total. The value of this, something over a billion dollars, represents an increase of 12 per cent over the previous year, in spite of a lower market price. The actual tonnage exceeded 1924 by 26 per cent. Rather more than half of the total production was exported.

Other important commodities produced principally in the South, and the proportion exported in 1925, are tobacco, 33.8 per cent; rosin, 82 per cent; turpentine, 47 per cent.

The contribution of the South to foreign trade is, however, by no means confined to such basic commodities as those mentioned. The industrial progress of the past decade has resulted in an increasing production of highly fabricated articles, such as steel and textiles, and there is every reason to expect that the Southern states, with their excellent shipping and harbor facilities, will become an even greater factor in the nation's export business.

The wide geographical representation comprising the Charleston convention bears witness to the fact that the sale of American goods abroad is by no means confined to any one locality, but is of wide interest to the country as a whole. The fundamental principle that prosperity rests on the widest possible markets for the exchange of merchandise is being translated into actual practice.

G. R. PARKER,  
President, American Exporters' Association.

## "Of Real Value to the Cause of Foreign Trade."

Irving Bank-Columbia Trust Company,  
Member Federal Reserve System.  
New York, April 16.

### Editor Manufacturers Record:

I would say that the National Foreign Trade Convention, which will be held at Charleston, should be a most important meeting, and particularly important for the business men of the Southern states. The attendance will be large and, as usual, fully representative in a national sense.

While the discussion will revolve around the foreign trade idea, the real basis of interest will be much broader than this; industry, commerce, banking, education, government—all will be actively presented.

It is noticeable in these conventions that discussion of the questions treated is characterized by a quality of frankness and a spirit of helpfulness which suggest results of real value to the cause of foreign trade. In this connection the trade advisor service alone would make the occasion well worth while to the business man attending.

Foreign trade is here, and here to stay. Our problem now is its extension and improvement, and in this purpose conventions like that of the National Foreign Trade Council can play a most important part.

LEWIS E. PIERSON,  
Chairman of the Board.



## Significance of the National Foreign Trade Council Meeting in the South.

The First National Bank of Chicago.

Chicago, April 13.

### Editor Manufacturers Record:

The National Foreign Trade Council was organized shortly before the war. It is a self-perpetuating body of business men and financiers interested in the development of the foreign trade of the United States. The Council itself holds several meetings during the year, and once a year calls together all those in the country who may have an interest in foreign affairs and who desire to consult with others having similar interests. The Council, since its formation, has thrown its weight effectively on the side of simplifying and rationalizing American foreign trade methods. It has assisted in standardizing bills of lading and other instruments required for the proper conduct of foreign business. It has used its influence toward the development and maintenance of an American merchant marine. In other ways also it has helped to build up a body of knowledge and opinion in this country on questions connected with the furtherance of our overseas commerce.

The annual convention has enabled the Council to make known to a larger body of men and, in fact, to the whole country, the progress which has been achieved, and to call attention to those problems which are still unsolved or have not been satisfactorily solved.

These conventions have met in nearly every part of this country, but there has never been a meeting on the Atlantic Coast of the South, though the convention did meet in New Orleans in 1923. There are many reasons why meetings such as these should take cognizance of the South, for a glance at the statistics published by the United States Government will make clear to everyone the great development which has taken place in the Southern region of our country.

In 1874 the value of manufactures in the South-Central states amounted to somewhat over \$150,000,000, while according to the census of 1921 such manufactures amounted to \$2,818,000,000. This was an increase of 1772 per cent, as against an increase of 931 per cent for the whole country. Miles of railway in the South-Central states increased from 6073 to 50,502, which was an increase of 732 per cent, as against 374 per cent for the whole country. Banking capital for the entire United States increased in that time by 324 per cent, while in the South-Central states it increased 649 per cent. The entire wealth of the United States increased in the period which I am considering by 966 per cent, while for the South-Central states it increased 1808 per cent. The reason that I am mentioning South-Central is because the Government, unfortunately, divides the country into sections known as "Atlantic Frontage," "South-Central" and "North-Central." Of course, many of the Southern states belong to the "Atlantic Frontage," but as there is no division between the North Atlantic and the South Atlantic states in the census reports, I am using, for purposes of comparison, that section covered by the census reports which is distinctly South. Probably what is said about the South-Central states would apply, to a greater or lesser degree, to all the Southern states. This South-Central area includes Kentucky, Tennessee, Alabama, Mississippi, Louisiana, Arkansas, Oklahoma and Texas. The great development of this whole section, showing in practically every line twice the relative development of the country as a whole, is due to the enlarged production of cotton, livestock, forest products, minerals, petroleum and, above all, a great increase in manufacturing.

It is also interesting to point out some of the reasons for this comparatively recent development of industry in the South. So long as there was a supply of cheap immigrant labor from Europe, most of which naturally remained where the steamers dumped it, the South could not very well compete with Northern manufacturers. Since recent restriction of immigration has cut off cheap foreign labor, however, the natural advantages of the South, especially for textile manufacture, have made themselves felt. The climate of the North, especially of the New England states, requires much more fuel and more substantial housing than is necessary in a climate such as the South enjoys. Furthermore, though labor is the chief item of cost, and power is a negligible factor, even as regards the latter, the South is really just as well off as the North, since it has readily available ample

water-power, and, for that matter, large coal supplies which are only beginning to be developed.

It is clear that a region of the country which has developed in every direction, as the above statistics indicate, must be interested in the foreign trade of the country. To mention only one article: The annual average export of cotton in the five years ending with 1925 was 6,000,000 bales, and in 1925, itself, rose to 8,000,000 bales. Then, too, with the growth of the textile industry in the South it will become necessary to look for markets for these products outside of our own boundaries, and the same holds true of the mineral wealth which is being found in Southern states. It is the hope of the National Foreign Trade Council that by calling the convention this year in Charleston business men and bankers will be impressed with the increasing importance for the South of our foreign trade, and will join enthusiastically with those from other parts of the country in doing everything to further it.

F. O. WETMORE, Chairman of the Board.

## A Southern Cotton Manufacturer Stresses the Importance of Southern Men Attending the Charleston Convention.

Woodside Cotton Mills Company.

Executive Department,  
Greenville, South Carolina.

New York, March 29.

### Editor Manufacturers Record:

Charlestonians and other Southerners invited the National Foreign Trade Council last year to meet in Charleston, S. C. The invitation has been accepted, and it now behooves many of us of the South to attend the meeting April 28, 29 and 30 and learn more of the world-wide business and do what we can to have these visitors favorably impressed with us and our section. The Council is a most important, influential, non-political body of business men—less than a hundred persons—but they are officers in manufacturing, shipping, banking and commercial corporations employing millions of men, and their business represents not merely millions but amounts to billions of dollars annually. James A. Farrell, president of the United States Steel Corporation, is chairman of the Council. These conventions are usually attended by more than a thousand representatives and their deliberations are of the utmost interest and importance. For a number of years I have been a member of the Council, and I unhesitatingly recommend that business men attend the Charleston meeting.

We of the South would like to have our natural resources and our port and transportation facilities and other advantages brought in a practical and forcible way to the attention of the people in other parts of the world, and this now is an unusually good opportunity to present the facts and impress favorably these visitors.

A country-wide survey indicates that the prospect for the present year is for a well-rounded development in industry, construction, commerce and population growth, especially in the South. To make this a reality the wheels of industry must continue to turn and furnish employment to our people at good wages, but to do this it is without doubt essential that we extend markets for our products. Our domestic markets are entirely too small to take care of the enormous production of our farms, mines and manufacturing plants. Fortunate are we in having just at this time the privilege and pleasure of working with and through such agencies as the National Foreign Trade Council, and it is earnestly hoped that we of the South will appreciate the opportunity thus afforded and take prompt and proper advantage of such opportunities to assist in our own development by encouraging and working with such leaders of world industry, and also to assure them that their investments and all other transactions with us will be protected by friendly and favorable laws.

As the MANUFACTURERS RECORD says of the Charleston meeting: "It behooves the people of the whole South to be represented there and by the attendance and enthusiasm created stir the entire country to a realization of the fact that the South is determined to get its full share of the trade of America with the outside world."

J. DAVID WOODSIDE,

Vice-President and Treasurer, Woodside Cotton Mills  
Co., Greenville, S. C., and New York City.

## The South an Appropriate Convention Section.

Corn Exchange National Bank.

Philadelphia, April 17.

*Editor Manufacturers Record:*

I have been on a tour through the South, endeavoring to arouse interest in the thirteenth National Foreign Trade Convention at Charleston. I would not have taken the time to leave my work here and do this if I had not been fully convinced of the very far-reaching importance of this meeting to the South and to the United States as a whole.

Now that the textile center of the United States is so rapidly shifting from New England into the Southern states, it is more suitable than ever that the closest possible attention should be given to a well-balanced foreign trade policy on the part of the larger Southern mills. It should be a matter of particular gratification to the Southern hosiery people that one of their number was the first in the United States to send an agent to South America to get business. **This man went to Buenos Aires in May, 1914, even before the European war broke out.** In 1913 Argentina imported \$750 worth of hosiery from the United States; last year Argentina imported over \$1,000,000 worth of hosiery from this country large quantities of which came from the South.

It is particularly suitable that the first meeting of the National Foreign Trade Council in the Southeast should be held at Charleston. There are very few ports in the United States that have greater possibilities of development. Raw cotton will continue for many years to be a leading export of the United States, and there are few Southern ports more blessed with natural facilities than Charleston.

The National Foreign Trade Council has made itself one of the greatest agencies for the promotion of true international peace and good will that exist at the present time. Its work can never be appraised in dollars and cents, any more than philanthropic, educational or religious movements can be so valued. It has, however, actively stimulated hundreds of thousands of people to take a wider and broader interest in international affairs, and to show that no nation, much less ourselves, can live alone, or does live alone, while the silk in our neckties and the leather in our shoes is imported from countries thousands of miles away.

I have been a constant reader of your paper for many years—in fact, it served me as a kind of textbook when I was with the Southern Railway system. I consider that you are doing a very great constructive work in constantly calling attention to what is really permanent in the trade activities of our nation.

CHARLES LYON CHANDLER,  
Manager, Foreign Commercial Dept.

## The South and West Alike Interested in Foreign Trade.

H. K. Mulford Company.

Philadelphia, April 13.

*Editor Manufacturers Record:*

The Charleston meeting of the Foreign Trade Council is the first time this convention has been held on the Southeastern seaboard. The convention has been held in New Orleans twice and in Washington once, and the rest of the conventions have been held in various parts of the East, middle East and Far West. The Foreign Trade Council strives to promote foreign trade in all lines. It is doing a lot of educational work through the publications, through colleges and through the schools, and is trying to awaken the interest of the business world in general in export matters.

The South, with its cotton, lumber, turpentine, phosphate rock and other bulky commodities, is exporting a rapidly increasing tonnage to foreign countries. For instance, if it were not for the foreign outlet of the cotton there would be an enormous overproduction of cotton in the United States, which would demoralize the cotton market.

The West also is interested in the export of bulky commodities, such as cereal grains, lumber, manufactured meat products and other items of great importance in international commerce.

The export market for raw material is the factor which practically determines the domestic sale value of these same commodities. In other words, if we produce 12,000,000 bales of cotton and the domestic market can use only 8,000,000, if the remaining 4,000,000 bales are not exported they will be a glut on the domestic market and lower the price very materially of the cotton sold in the domestic market. This same argument holds true with the grains and many other products which are agricultural or raw material products.

The United States very greatly increased its manufactur-

ing capacity in all lines in the period from 1914 to 1919, and in order that these factories and industries may operate on a full-time basis it is necessary that excess of manufactured products which cannot be sold in the domestic market must find a market in foreign countries.

In the last decade the South has become more and more an industrial and manufacturing district, and is constantly increasing its industries. Therefore, it is interested not only in raw material and agricultural exports, but also in the export of manufactured products. It is, therefore, a very good thing that this convention is being held in Charleston, which might almost be called the headquarters of the old South.

The South cannot be too strongly represented in this convention, and it is the hope of the members of the Council that there will be a very heavy representation from all of the South. The middle West is steadily awakening to the necessity of export trade, and it should continue this awakening by getting together with foreign traders from all over the country, and rubbing shoulders with them and interchanging ideas.

KERRO KNOX,  
Director of Sales.

## Everybody Is Either Directly or Indirectly Interested in Foreign Trade.

Fifth-Third National Bank of Cincinnati.

Cincinnati, April 9.

*Editor Manufacturers Record:*

The National Foreign Trade Council is a wonderful organization and Mr. Farrell deserves great credit for the tact and ability he has shown in holding the organization together. The information sent out by this bureau has been, without doubt, of great benefit to the exporters throughout the United States, as it affords them an opportunity of knowing the kind and character of goods that may be needed in foreign climes and of the conditions under which said goods may properly be shipped.

The ingenuity of our mechanics in the development of labor-saving devices of various kinds has placed this country in a most enviable position because we are able to produce largely in excess of the domestic demand. This necessitates the finding of markets elsewhere for our surplus products. Many plants were expanded as a result of the war, so that their capacity has been tremendously increased. It is a well-known fact that unless a plant can be run substantially at capacity the overhead increases in harmony therewith, but if run at capacity the cost of production is very materially reduced.

It seems to me that the future welfare of our country depends largely upon the development of foreign trade. Therefore, this forthcoming convention, to be held at Charleston, should be attended by all who can do so, because I am satisfied that the information that will be disseminated at the meeting will be far-reaching and will pay splendid dividends. I hope and anticipate, therefore, that the convention will be well attended by merchants and manufacturers throughout the country. We often hear a person say, "I am not interested in foreign trade." Possibly he is not directly, but he is indirectly, because unless his competitors can find a market for their surplus abroad, that surplus comes in direct competition with his product.

I hope to have the pleasure of being present.

C. A. HINSCH,  
President.

## Impetus for Our Foreign Trade.

Pacific Steamship Company.

Seattle, Wash., April 13.

*Editor Manufacturers Record:*

I have always been in favor of these conventions, as my personal experience has convinced me that they are productive of inestimable benefit to all concerned.

The delegates to a foreign trade convention comprise manufacturers, bankers, transportation officials, exporters and importers, as well as commercial experts, from all over the world. The exchange of ideas from so many different quarters has given a big impetus to our foreign trade during the past few years.

The city of Charleston will directly benefit from the convention by the money spent by the visitors among the hotels, retail stores and points of interest in the community.

We had a very successful convention in Seattle last year, and I hope I may have the pleasure and opportunity of attending the one to be held in Charleston this month.

H. F. ALEXANDER,  
President.



## Importance of the Work of the National Foreign Trade Council.

First National Bank, St. Louis.

St. Louis, Mo., April 9.

*Editor Manufacturers Record:*

One of the most important needs in the United States is to arouse our people to the importance of its foreign trade, and the one agency which is doing outstanding work in this connection is the National Foreign Trade Council.

Domestic business is so large in volume, the country is so large in extent, and so few of our people come directly in contact with foreign trading that we do not realize how important it is for us to increase our sales in foreign markets. Agriculture and other extractive industries were for so long predominant in their importance, and the surplus of their products was so easily sold abroad, that foreign trading was no particular problem. Wheat and other raw products largely sold themselves. They required no complicated mechanism, since they were relatively simple in quality and did not meet the keen competition of manufactured products, which are of greater variety and require a more detailed organization for their sale.

But our manufacturing industry has been growing by leaps and bounds and in many lines has a surplus-producing capacity. Because of the increase in our population and the higher standard of living, our consumption of food commodities is increasing and relatively they are growing of less importance in our foreign trade. Then, too, the position of the United States as an international trading nation has greatly changed as a result of the war and post-war conditions. We have changed from a debtor to a creditor nation, and this has affected our industrial position among the world's trading nations.

It is of vast importance that our people be aroused to the significance of foreign markets. Such private agencies as the National Foreign Trade Council, world trade clubs, bureaus of foreign commerce in local chambers of commerce, together with the public agencies, such as the Department of Commerce at Washington, have before them a difficult, but a fertile, field of activity.

W. F. GEPHART,  
Vice-President.

## Vital to the South and to the Country That the Southern Foreign Commerce Be Developed.

Chicago, April 13.

*Editor Manufacturers Record:*

When the National Foreign Trade Council was considering where the 1926 convention would be held and Charleston presented her many advantages, we all realized that it was a great opportunity for us to recognize and encourage the rapid development of foreign trade in the South and Southwest by selecting Charleston. We know that Charleston as a city will give us a hearty welcome.

Delegates and speakers are coming from California, Oregon, Washington and from almost every state in the middle West and from all Eastern states, representing men who have been active and are doing big things worth while in the interest of our foreign commerce. It is vital to the future of the South, as well as to our country as a whole, that the South's foreign commerce should be developed. Our surplus cotton and other commodities must find a foreign market, and with her many ports for shipping her wares to foreign lands I hope that her business leaders from every Southern state will attend the convention, come in contact with the leaders of this great organization and report back to their people in each state that the South has had an awakening as to the importance of increasing foreign trade.

You are deserving of great credit for your consistent efforts toward developing the domestic and foreign commerce of the South. Best regards.

EDWARD N. HURLEY.

## Pensacola's Port Development.

By L. S. DEAL, Chamber of Commerce.

An outstanding feature of Pensacola's harbor and port terminal development is the rehabilitation and improvement of the marine terminals acquired by the Frisco Railroad. The area of bulkhead acreage acquired by the Frisco is in excess of 18 acres, exclusive of over 100 feet frontage acquired by purchase from private interests recently.

Three piers now extend from the bulkhead area, two being general cargo piers and one a coal pier with a loading capacity of 1200 tons per hour. A berthing depth of water of 30 feet prevails at these piers for the most part, and it is understood that there will be expansion of the piers of a very substantial nature. The addition of another main-line feeder track gives a needed feeder to the network of terminal trackage to the wharves, which are now equipped with inside transit shed tracks and outer pier tracks, permitting the delivery of cargo direct from car to ship's tackle. This system of trackage will be enlarged. The completed system of terminals will permit of the berthing of 16 ships at one time.

The Louisville & Nashville Railroad has just completed the dredging of berthing spaces at its Tarragona and Com-mandancia street wharves, which gives a uniform depth at these piers of 30 feet at low tide. The ship capacity at Louisville & Nashville wharves is also 16 vessels, and ship-side delivery is also a feature of these wharves.

Other terminal improvements are: Deepening of berthing space at the Baylen street wharves, where it is proposed to secure a minimum depth of 18 feet at low tide; erection of storage sheds at the municipal dock; at the oil terminals of the Sherrill Oil Company extension of wharfage facilities and increasing of berthing spaces to a uniform depth of 28 feet have been completed.

Authority for the deepening of the Bayou Chico channel to 28 feet is one of the proposed improvements, to open an inner harbor and industrial area of vast proportions. It is purposed to make the Bayou Chico area one of the finest privately owned industrial and shipping areas on the Gulf.

Dependent on a decision soon to be made by the Interstate Commerce Commission, the Pensacola, Mobile and New Orleans Railroad will be acquired by interests which will not only extend the present line to Mobile Bay, but also will place the water terminal properties of this railroad in a usable condition.

The Pensacola Chamber of Commerce has secured a very important decision from the Rivers and Harbors Board of Engineers of the War Department for survey of the proposed intercoastal canal between Pensacola and Mobile, a link in the chain from Pensacola to Galveston. The project will cost about \$2,500,000. The Government expenditure on the Bayou Chico improvement will not aggregate more than \$150,000; the expenditure to be made by private interests will closely approach \$1,000,000. It is estimated that the cost of the Pensacola-Mobile Canal will be in the neighborhood of \$1,500,000, plus about \$500,000 to be expended by private interests along the route.

Reasonably estimated, the expenditure by private interests and the Government for harbor and terminal improvement, all of which should be completed before 1930, will be \$5,650,000, of which private interests will carry \$4,000,000. Contingent upon these improvements are industries which seek entrance here and which call for an expenditure of \$1,500,000.

With the terminals of the Frisco Railroad and the Louisville & Nashville Railroad, the Sherrill Oil Company, the Pensacola, Mobile & New Orleans Railway and the projected Bayou Chico terminals, a berthing capacity for 50 vessels of ocean-going type will be provided. In addition to this is berthing space for smaller coastwise vessels for 20 ships, giving a grand total of 70 vessels, making Pensacola one of the great ports of the Gulf.

## Trade Advisors for Foreign Trade Convention.

Supplementary to his announcement last week in the MANUFACTURERS RECORD of the establishment of a trade advisor service for the National Foreign Trade convention at Charleston, April 28, 29 and 30, R. S. MacElwee, vice-chairman of the Mayor's Committee, Charleston, announces the following advisors and the subjects each will cover:

A. E. Ashburner, International Standard Electric Corporation—Office specialties, organization, sales methods, export advertising, legal; foreign markets, Europe, South America.

L. R. Browne, International Standard Electric Corporation—Telephone apparatus, electrical supplies, radio broadcasting apparatus and supplies, finance; foreign markets, Central America and South America.

Thomas J. Burke, Traffic Commissioner, Charleston—Export freight rates, rail and water billing.

W. R. Cummings, president, Monroe Calculating Machine Company—Office equipment and appliances, organization, sales methods, patents, trade-marks and copyrights; foreign markets, Africa, Canada, Cuba and Europe.

D. E. Delgado, Eastman Kodak Company—Photographic goods, organized sales methods; foreign markets, Asia, Hawaii, Central and South America.

J. T. Donohue, Continental and Commercial Bank, Chicago—Foreign trade finance, organization, sales methods, finance, export advertising and purchasing methods.

E. B. Filsinger, Lawrence & Co., New York—Textile, cotton and wool; hosiery, cotton and fiber silk; organization, sales methods, finance, export advertising; foreign markets, South Africa, Australasia, Central America, Europe, South America.

H. L. Gemberling, Sherwin-Williams Company—Paints, varnishes, etc.; organization, sales methods, finance, export advertising; foreign markets, Australasia, Central America, South America.

Lucy A. Goldsmith, Goldsmith-Shore Company, New York—General information, organization (export department and foreign), salesmen, sales methods.

Percy M. Haight, International General Electric Co., Inc.—Electrical apparatus, selling through foreign subsidiary companies, finance; foreign markets, South Africa, Asia, Australia, Central America, Brazil.

W. G. Hildebrandt, Gotham Advertising Co., New York—Advertising, selling through foreign agents, export advertising; foreign markets, Canada, Europe.

Charles I. Horowitz, Hibbard, Spencer, Bartlett & Co., Chicago—Hardware and allied lines, organization, sales

methods, foreign mails; foreign markets, Africa, Central America, western and central Europe, South America.

George H. Horton, Kalamazoo Vegetable Parchment Company, New York—Paper, organizing an export department, sales methods; foreign markets, general.

E. R. Kenzel, deputy governor, Federal Reserve Bank of New York—Banker, discount market.

Kerro Knox, H. K. Mulford Company, Philadelphia—Drugs and chemicals, organization, sales methods; foreign markets, Central America, South America.

Roy S. MacElwee, Charleston Chamber of Commerce—Training for foreign service (education), port design, construction, operation and traffic.

C. C. Martin, National Paper & Type Co.—Printers' and publishers' supplies, organization, sales methods, finance, export advertising; foreign markets, Central America, South America.

James S. Martin, Remington Typewriter Company—Typewriters, accounting machines, organization, sales methods, handling foreign exchange, export advertising, foreign mails; foreign markets, Egypt, Canada, Europe, Near East.

Charles W. Muchnic, American Locomotive Sales Corporation—Locomotives, handling foreign salesmen, sales methods, credit risks and information; foreign markets, Asia, Australasia, Canada, Central America, Europe, South America.

Albert E. Parker, Marks & Clerk, New York city—Patents, trade marks and copyrights; all markets.

G. R. Parker, president, Parker, Peebles & Knox, Inc.—Sales methods, finance.

Harry M. Robins, president, H. M. Robins Company, Detroit—Automobiles, motor trucks, iceless refrigerators, organization, sales methods, export advertising, patents, trade marks and copyrights; foreign markets, South Africa, Australasia, Central America, western Europe, South America.

J. Spencer Smith, president, American Association of Port Authorities—Port facilities.

C. E. Thomas, United States Steel Products Co.—Iron and steel products and electrical wires, finance; foreign markets, South Africa, Asia, Australia, Philippines, Canada, Central America, Europe, Near East, South America.

J. R. Tulloch, International Standard Electric Corporation—Electrical, traffic management, marine insurance; foreign markets, Cuba, Western Europe, Scandinavia.

W. B. Walker, Standard Oil Company of New York—Petroleum products; handling foreign salesmen, sales methods, finance and customs tariffs; foreign markets, 30 years' experience in Asia, last visit in 1923.

### Six-Story Addition for Mail-Order House.

Plans have been made by Montgomery Ward & Co. of Chicago for the second expansion of their large mail-order building in Baltimore; this will involve the erection of six additional stories to a two-story wing on the west side of the main structure. The first expansion was announced some time ago when construction of an eight-story addition to the main building and a two-story wing was started. It is stated that the combined floor space of the new addition and the one under construction will total more than 460,000 square feet, while the floor space of the entire plant will be in excess of 1,228,000 square feet. Plans and specifications for the building and additions were made by W. H. McCauly, construction engineer of the company, general construction contract being handled by the Wells Brothers Construction Co. of Chicago. Charles E. McCoy is the general manager of the Baltimore branch of Montgomery Ward & Co.

### \$250,000 Elks Building for Paducah.

Paducah, Ky.—Tentative plans for the erection of a \$250,000 building here for Paducah Lodge of Elks No. 217 have been practically agreed upon by the trustees and building committee of the lodge. The building will be located at 6th and Jefferson streets and will be three or four stories, of brick and stone construction. Joseph & Joseph of Louisville are the architects. The building committee is composed of Fred Roth, Alfred Levy, Curtis Seamon, A. R. Grouse and J. D. Mocquot, trustees; Charles Vahlkamp, Rankin Kirkland,

W. F. Bradshaw, Richard Rudy, W. P. Paxton, George H. Goodman and Gus Elliott. Schultz Riggs is exalted ruler of the lodge.

### Ozark Strawberry Crop on Frisco Lines Worth \$4,000,000.

The Ozark territory along the lines of the St. Louis-San Francisco Railway Company in Missouri and Arkansas will produce this year the largest and finest crop of strawberries ever grown in that region, according to an estimate made by the agricultural department of the road. A total of 2510 cars of the fruit, valued at approximately \$4,000,000 and picked from 15,805 acres, will constitute the crop. In 1925 1590 cars of strawberries were shipped via Frisco lines from the Ozark district it serves, and the car movement this year will show an increase of more than 60 per cent.

"The 1925 crop sold for \$2,500,000," W. L. English, supervisor of agriculture for the Frisco said. "While it is impossible to know exactly what the market price will be this year, we feel fairly certain that the return will approximate \$4,000,000 to the growers."

The pilgrimage of 50,000 pickers into the territory is being provided for by the growers, and during the six-week picking period buildings, water and various conveniences will be on hand for them. They are paid three cents a quart for picking berries, and nimble pickers, it is said, can gather from 100 to 200 quarts a day.



## Combined Offer for Muscle Shoals by Thirteen Power Companies of the South.

Thirteen power companies operating in eight Southern states—Georgia, Tennessee, Florida, Mississippi, Louisiana, Arkansas, Alabama and Kentucky—are associated in a proposal to lease Muscle Shoals. They have organized the Muscle Shoals Power Distributing Company, with \$10,000,000 authorized capital stock, which owns the Muscle Shoals Fertilizer Company, organized to lease the nitrate plants.

The companies jointly interested are the Tennessee Electric Power Company, Chattanooga; Memphis Power & Light Co., Memphis; Mississippi Power Company, Gulfport; Mississippi Power & Light Co., Jackson; Mississippi Delta Power & Light Co., Greenville; Alabama Power Company, Birmingham; Gulf Power Company, Pensacola, Fla.; Kentucky Utilities Company, Louisville; Gulf Electric Company, Mobile; Georgia Railway & Power Co., Atlanta; Louisiana Power & Light Co., Monroe; Arkansas Light & Power Co., Pine Bluff, and New Orleans Public Service, Inc., New Orleans.

The fertilizer company proposes to install within two years plants and equipment to produce 5000 tons annually of fixed nitrogen and phosphoric acid plants sufficient to make 40,000 tons of ammonium phosphate containing 75 per cent plant food. It will increase plant capacity to 40,000 tons annually of fixed nitrogen, and operate them as fast as market demands require in the production of ammonium phosphate and other commercial fertilizers. Fertilizer will be sold to farmers at cost of production, to include 8 per cent return on funds invested by the fertilizer company necessary to manufacture and convert into fertilizer 5000 tons of nitrogen. Additional plant capacity will be provided from a portion of the annual payments by the power company for lease of Wilson Dam and the steam plant. Capital invested in additional plants will earn no return chargeable to fertilizer.

The Secretary of War is authorized to appoint members of a Fertilizer Board, composed of farmers and an officer of the fertilizer company, with authority to prescribe regulations for sale of fertilizer to consumers and territorial distribution; to audit the books of the company; fix the sales price to consumers within the limited return permitted, and advise regarding quantity production, from time to time, to meet market demands.

One-half of ten members of the board of directors of the fertilizer company are to represent the public, composed of three farmers, a representative of the Secretary of Agriculture and the Secretary of War, the remaining five members to be selected by the fertilizer company.

The Muscle Shoals Power Distributing Company will lease for fifty years the power plants at Muscle Shoals and provide power for fertilizer production up to the power output of the plants if required at such price as the Secretary of Agriculture may fix in order to assist in establishing the fertilizer business on a commercial basis.

The power company will pay for the power lease for the first five years \$4,750,000, and thereafter \$2,000,000 annually. Out of rental payments it is proposed to create a fund for constructing additional plants as the Secretary of War may find necessary for national defense and for additional plant capacity for making fertilizer. This fund will aggregate about \$7,000,000 during the first six years and increase thereafter by \$800,000 annually until Congress otherwise directs. Rental payments on the power lease will be credited each year for power used by the fertilizer company.

During the six-year period the power company will pay, not only the rentals for these years specified by the Ford

offer, but in addition \$10,000,000 of capital will be contributed for the construction of fertilizer plants in the form of additional rental payments.

The power plants will be operated in conjunction with other plants, interconnected in the South, in order to secure maximum power output and equitable distribution of surplus power not used for fertilizer. The power company will at its own expense maintain the power plants, make repairs and install additional generating units when needed; it will lease Dam No. 3, if built by the Government, and pay 4 per cent annually of its cost as rental, and if not built by the Government within five years it will build Dam No. 3 at its own expense, provided the Government acquires flowage rights and builds the locks in aid of navigation.

Provision is made for the sale to the public of all surplus power not required for the fertilizer business, under public regulation as to rates, service and securities of the companies selling power, by the commissions in the states where the power is sold; and if there are no commissions in those states, then by the Federal Power Commission.

It is stated that about \$3,000,000 will be required to build and provide working capital for the first fertilizer unit, and from \$7,000,000 to \$10,000,000 will be required for transmission lines and other distribution equipment within ten years to distribute the power, which by that time will be doubled, due to headwater improvements on tributaries of the Tennessee River. If Dam No. 3 is built by the power company, it is said that a total of \$50,000,000 of private capital will be invested in the region of Muscle Shoals to carry out the terms of the proposal to manufacture fertilizer and distribute power.

Provision is also made by which, if the lease is violated, it may be cancelled by the United States by appropriate proceedings in the Federal courts.

Acceptance of the proposal, it is claimed, will not require further appropriations by Congress for the Muscle Shoals project; it will guarantee fertilizer production, beginning on a modest scale and increasing as its success and the market demands justify; it will maintain the nitrate plants ready to present capacity for producing explosives and other materials in time of war; assures the construction of new and modern plants as the art of nitrogen fixation advances for the production of nitrates for national defense and as fertilizer production requires, and insures distribution of surplus power for public use throughout the South within the region of its most beneficial service.

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### Eight-Story Office Building for Corpus Christi.

Corpus Christi, Texas.—Details are being arranged by S. Maston Nixon and associates for the erection of an eight-story office building at Broadway and Leopard street in this city. Foundation and structural work will be sufficiently strong to carry four additional stories, which may be erected later if conditions warrant. The building will be fireproof, of concrete, brick and terra cotta, with tile floors and wainscoting. Space will be provided on the first floor for stores and shops, while the remaining floors will be devoted to offices. Two high-speed elevators will be installed and an observatory built on the roof. Adams & Adams of San Antonio and C. T. Fincham of Corpus Christi are the architects.

### "Love Him Now."

[From the Newport News (Va.) Daily Press.]

Readers of the editorial department of the Daily Press, as many as there may be, will recall a recent letter from Richard H. Edmonds, publisher and editor of the MANUFACTURERS RECORD, in which was included a little anonymous poem with appropriate comments by Mr. Edmonds. The poem and the comments were so apt that the Daily Press used them as the basis of a Sunday editorial. A copy of the Daily Press in which this article appeared found its way to the Saint James Mission, Mobridge, S. D., and the result is the following letter from a citizen of that place:

Saint James Mission, Mobridge, S. D.,  
Box 1033.

February 15.

Mr. W. S. Copeland,  
Newport News, Va.

My dear Mr. Copeland.—I was much interested in your editorial about Richard H. Edmonds and the part of the poem he sent you which you published as —Anon. Perhaps you would appreciate the whole poem. It was written by Hon. James Hickman, sometime mayor of Owensboro, Ky.

Faithfully yours,

SAMUEL H. SAYRE.

### LOVE HIM NOW.

By James Hickman.

If with pleasure you are viewing  
Any work a man is doing,  
If you like him or you love him, tell him now.  
Don't withhold your approbation  
Till the rector makes ovation,  
And he lies with snowy lilies o'er his brow.  
For no matter how you shout it,  
He won't really care about it;  
He won't know how many tear drops you have shed.  
If you think some praise is due him,  
Now's the time to slip it to him,  
For he cannot read his tombstone when he's dead.

More than fame and more than money  
Is the comment kind and sunny,  
And the hearty warm approval of a friend.  
For it gives to life a savor,  
And it makes you stronger, braver,  
And it gives you heart and spirit to the end.  
If he earns your praise—bestow it;  
If you like him let him know it,  
Let the words of true encouragement be said;  
Do not wait till life is over  
And he's underneath the clover,  
For he cannot read his tombstone when he's dead.

### Byllesby Utilities Expending \$30,000,000.

Oklahoma City, Okla.—According to H. W. Fuller, vice-president in charge of engineering and construction of the Byllesby Engineering and Management Corporation, approximately \$30,000,000 will be expended during 1926 on public utilities of the Standard Gas & Electric Co., Chicago, which is under the management of the Byllesby organization. Projects now under way or soon to be started include the hydro-electric plant of the Louisville Hydro-Electric Co. at the Falls of the Ohio River—said to be the seventh largest single hydro-electric plant in the United States. It will have an initial capacity of 108,000 horsepower in eight 13,500-horsepower units, with provision for increasing generating capacity to 135,000 horsepower. This development is expected to be completed early in 1929, power to be distributed primarily in Louisville by the Louisville Gas & Electric Co., of which the Louisville Hydro-Electric Co. is a subsidiary.

Other important Southern Byllesby projects will include a 26,500-horsepower turbine to be installed at the Horseshoe Lake plant of the Oklahoma Gas & Electric Co., Oklahoma City, with a 1000-horsepower boiler and auxiliary equipment. A 60,000-volt transmission line is being built to connect the properties of the Consumers Light & Power Co., which are

being purchased by the Oklahoma Gas & Electric Co., with the Byng (Okla.) plant of the latter company. In connection with this project a new sub-station will be built at Ardmore and additional switching equipment installed at Byng.

The Oklahoma Gas & Electric Co. will also build two new ice plants at Tishomingo and Madill, Okla., and increase the capacity of the plant at Pauls Valley, Okla.

### Florida Automobile Traffic During March.

Motor tourists continue to invade Florida, though the winter season is approaching the end. From several points in the state, of course, automobiles may enter Florida, but from the record of one point alone tourist travel continues heavy. Nearly 7000 passenger automobiles with out-of-state licenses, carrying 27,718 passengers, entered Florida during March through the Jacksonville gateway. Nearly 3500 of these automobiles, with 14,135 passengers, were from the Southern states, with the largest number from the adjoining state of Georgia. However, New York state was next, with 447 tourist cars, carrying 1825 passengers, followed by Pennsylvania, with 343 automobiles; New York, 337 automobiles, and Illinois, 306. The number of cars and passengers entering Florida at this one point is given in the following:

#### RECORD OF SOUTH-BOUND TOURIST CARS AND PASSENGERS PASSING OVER JACKSONVILLE-ST. JOHN'S RIVER BRIDGE IN MARCH, 1926.

From	Cars	Passengers
Alabama .....	226	875
Arizona .....	17	50
Arkansas .....	98	403
California .....	123	474
Colorado .....	31	125
Connecticut .....	197	790
Delaware .....	21	72
Georgia .....	551	2,244
Idaho .....	10	41
Illinois .....	306	1,196
Indiana .....	257	1,027
Iowa .....	39	159
Kansas .....	61	244
Kentucky .....	270	1,097
Louisiana .....	124	485
Maine .....	63	259
Maryland .....	204	824
Massachusetts .....	182	721
Michigan .....	247	1,024
Minnesota .....	24	107
Mississippi .....	189	750
Missouri .....	104	427
Montana .....	31	125
Nebraska .....	60	274
Nevada .....	19	76
New Hampshire .....	148	605
New Jersey .....	337	1,369
New Mexico .....	5	17
New York .....	447	1,825
North Carolina .....	249	1,006
North Dakota .....	48	208
Ohio .....	275	1,133
Oklahoma .....	93	425
Oregon .....	6	24
Pennsylvania .....	343	944
Rhode Island .....	16	64
South Carolina .....	374	1,488
South Dakota .....	6	23
Tennessee .....	256	1,015
Texas .....	181	727
Utah .....	8	23
Vermont .....	30	111
Virginia .....	217	926
Washington .....	13	49
West Virginia .....	149	602
Wisconsin .....	42	206
Wyoming .....	16	61
Canada .....	37	159
District of Columbia .....	207	839
Total .....	6,966	27,718

### Bank Increases Capital to \$1,600,000.

Washington, D. C.—Based on recent action of the directors and subsequent approval of stockholders, the Federal-American National Bank of this city has increased its capital stock from \$1,200,000 to \$1,600,000. Officials of the bank report that since opening its new building there has been a substantial increase in deposits, bringing the total resources of the institution to more than \$15,000,000. John Poole is president of the bank.



# Elaborate Exhibit of Textile Machinery and Equipment in Exposition at Boston.

[Special Correspondence Manufacturers Record.]

Boston, Mass., April 17.

The third biennial textile exposition, held at Mechanics Building in Boston April 12 to 17, was crowded with exhibitions and well attended. There were few exhibits of textile products; probably nine-tenths of the exposition was given over to textile machinery and accessories, such as pickers, cards, spinning frames, looms, bearings and recording devices applicable to any factory power plant or power transmission. That being the case, the exposition was all of nine-tenths a New England show, for comparatively little textile machinery is made in the South, and not all Southern-made textile machinery was exhibited.

The Terrell Machine Company of Charlotte, N. C., exhibited an Utsman bobbin cleaner for filling bobbins and a Termaco bobbin cleaner for roving bobbins, the former cleaning at the rate of 4000 per hour, the latter at the rate of 3000 to 3500 per hour. The Southern Textile Machinery Company of Paducah, Ky., and the Paramount Machine Company of Asheville, N. C., also exhibited, and J. E. Serrine, mill architect and engineer, showed photos of mills built by him and samples of their products. Besides these strictly textile exhibits from the South, one large group was devoted to five booths advertising Southern advantages for textile manufacture. At one end the MANUFACTURERS RECORD proclaimed impartially the advantages of all the Southern states. At the other the Central of Georgia Railway boosted Georgia and Alabama, while between these two the three power companies—Alabama Power Co., Carolina Light & Power Co. and the Tennessee Electric Power Co.—boosted their states with effective displays, proclaiming their advantages in climate, raw materials, native white labor, transportation facilities, power, etc. It was a notable fact that each of these companies advertised not itself but its state.

Such representation as the South had was excellent; there was not as much as there should have been. What is wrong with those other Southern manufacturers of textile machinery that they overlook so good a chance to spread their wares before their customers? Their competitors were there in full force. Very nearly every conceivable form of modern textile machinery, with many accessories and some intermediate products from which parts of textile machinery is made, was on display. There were large set-ups of whole picking, carding, spinning and weaving machinery. Thus in one very large booth the Saco-Lowell shops, Boston, had installed a complete picking outfit in which several advances over their former machines were shown, and three or four spinning frames in full operation, showing in one refinement of design and construction, and in another progress in long-draft spinning over anything they have heretofore put out. The Barber-Colman Co. of Rockford, Ill., exhibited an 80-spindle automatic spooler operating at a speed of 1200 yards per minute and a warper operating at 520 yards per minute. The makers claim this equipment cuts the cost of spooling and warping in half. Crompton & Knowles Loom Works, Worcester, showed a diversification of fancy looms and some of their products—fabrics of intricate and wonderful design and weave. The Draper Co. of Hopedale, Mass., showed their new Midget Filling Feeler and a new warp-stop motion in which all the working parts are on top of the warp. H. W. Butterworth & Sons Co., Philadelphia, set up their new, light-running tinter, with special center clamp. The Whitin

Machine Works, Whitinsville, Mass., showed a rayon and silk winder which they claim will give any desired wind, and a D-3 comber they claim will give greater production with equal quantity per unit of floor space than any other comber made; also, a two-beater breaker lapper designed to eliminate the intermediate picking process.

The Carrier Engineering Corporation, Boston, showed equipment for conditioning and testing yarn and cloth.

The Hopedale Manufacturing Co., Milford, Mass., was present with an improved high-speed cotton loom, new silk loom and two worsted looms.

Humidifiers were shown by two exhibitors. The Parks-Cramer Company of Fitchburg, Mass., showed three types—high-duty water-pressure under automatic control, their turbo-atomizer compressed air type, and a new self-contained humidifier designed for testing rooms, offices and homes. The American Moistening Co., Boston, also showed their line of humidifiers.

One feature of the Textile Exposition, which, for the convenience of visitors, might be profitably copied by expositions given elsewhere, is the plan of arranging exhibitors according to classification, rather than permitting the jumble resulting from the "first come, first served" method. Thus, those five booths devoted to advertising Southern advantages—the MANUFACTURERS RECORD, the Central of Georgia and the three hydro-electric companies—were grouped together. All exhibits of textile products were together. In another section various accessories to the actual manufacture of cotton goods were grouped in one large section.

Timken Roller Bearings appeared in several exhibits. In the booth of the Timken Roller Bearing Co., Canton, Ohio, were shown tapered roller bearings designed for textile mills, including some with 6-inch, 7-inch and 9-inch bores for calendars. The Dodge Manufacturing Co. featured power transmission and Timken anti-friction bearings. The Allis-Chalmers Manufacturing Co. exhibited Timken roller-bearing motors; also, Allis Texrope drives, the latter being an endless, fabric-reinforced rubber belting. The Fafnir Bearing Co. of New Britain, Conn., exhibited a complete line of ball-bearing transmission equipment and textile units, and the Hyatt Roller Bearing Co. of Newark, N. J., showed their new, narrow-type line-shaft bearing.

Besides strictly textile machinery, probably the largest division of exhibits was concerned with the efficient transmission of power. In addition to the bearing exhibits above, there was a variety of belts, chain drives, pulleys, etc. The Kinney Manufacturing Co. of Jamaica Plain exhibited friction clutches; the Whitney Manufacturing Co., Hartford, Conn., and Morse Chain Co., Ithica, N. Y., silent chain drives; the Fabreeka Belting Co., Boston, a composition belting made of thin plies of fabric united by their special compound, and the American Pulley Co., Philadelphia, showed pulleys, hangers, beam heads, reels, spools and trucks—all of pressed steel. T. B. Woods Sons Co., Chambersburg, Pa., had a running exhibit of their general line of transmission equipment. Graton & Knight Manufacturing Co., Worcester, Mass., cooked samples of their Spartan leather belting in boiling water to show that it would endure even that severe test, while the Clipper Belt Lacer Corporation showed types of lacing.

Some of the exhibitors set up machinery and manufactured textile equipment for the edification of spectators. Thus, the Wickwire-Spencer Steel Corporation of New York city exhibiting a new steel wire for card clothing, set up a machine

that cut the wire into lengths, bent it and set it in the cloth.

A variety of electrical appliances were shown by several exhibitors. The Fairbanks-Morse Co., Chicago, showed a complete line of ball-bearing motors and a centrifugal pump direct connected with a two-pole, ball-bearing motor. The General Electric Co. exhibited a B. T. A. brush-shifting variable-speed alternating-current motor designed for use on tinners, drying frames, calendars, mangles or any other frames on which a variable speed is desired. The speed range is from 3 to 1 and is controlled by shifting the brushes. Its subsidiary, the Cooper-Hewitt Electric Co., Hoboken, N. J., featured a monochromatic mercury lamp which, it is said, increases production by reducing eye strain.

The Westinghouse Electric & Manufacturing Co. showed numerous electrical appliances, including a new thermionic photo-electric cell—a bulb sensitized to light and so connected as to ring a bell when a light ray focused on it is shut off—a novelty now, but one that is believed to possess considerable potential value. The exhibit included also a static condenser for power factor correction in factory power plants, a sealed-sleeve or an air-tight-bearing motor, and various other appliances for industrial power and lighting.

The Electric Storage Battery Co., Philadelphia, showed batteries for electric trucks, industrial trucks and tractors.

The Aluminum Co. of America's exhibit, which included spools, bobbins and a general line of tubing in use by builders of carding and winding machinery, marked the entrance of the Aluminum Co. into a new field—competition with brass and steel in the textile industry.

The chemical industries were well represented. The Du Pont Company showed cotton goods printed and dyed by their Ponsol colors, including fabrics spray-dyed by an air-brush and stencil. The J. B. Ford Company, Wyandotte, Mich., showed wool, silk and cotton fabrics colored with their dyes, while the United States Gutta Percha Paint Co., Providence, R. I., makers of Barreled Sunlight, announced that their product is in use in 10,000 industrial plants. The Permutit Company, Boston, showed models of their water-conditioning apparatus for use in bleaching and dyeing, the Simmons Paint Spray Brush Co., Dayton, Ohio, exhibited their air-compressing and paint-blowing outfit, and the Solvay Process Co., Boston, showed alkalies used in scouring raw wool, in mercerizing cotton, and so forth.

Recorders, indicators and regulators of many kinds from boiler room to loom were much in evidence. The Bristol Company, Boston, featured their new electrical boiler water-level indicator, besides a line of recorders for use in dyeing, sizing, tinting and other textile and power plant processes. The Mason Regulator Company, Dorchester, showed their regular line of all-bronze pressure-reducing valves, including their rolling weight compensation, their latest contribution to pressure regulation in steam, air or water pipe lines. The Taylor Instrument Co., Boston, exhibited their temperature and pressure indicating recording and regulating instruments for textile processes; the Locke Regulator Co., Salem, Mass., a line of steam specialties, such as pump governors and reducing valves, and the Root Company, Bristol, Conn., and Veeder Manufacturing Co., Hartford, Conn., showed counters for looms.

Miscellaneous exhibits were those of the King Refractories, Inc., Boston; the Irving Iron Works, Long Island City, N. Y.; Garlock Packing Co., Boston; Carbic Manufacturing Co., Duluth, Minn., makers of oxy-acetylene welding and cutting equipment; the Finnell System, Hannibal, Mo., makers of rotary electric floor scrubbers; Atlas Plywood Corporation, Boston, makers of large and small packing cases, and the Lewis Shepard Co., Watertown, Conn., telescopic stacking portable elevator for storing goods.

The foregoing fifty-odd exhibitors give a good idea of the range covered by the 242 exhibitors present.

### Five New Directors in Missouri-Kansas-Texas Railway Co.

Announcement has been made in New York of the election of five new directors at the annual meeting of the Missouri-Kansas-Texas Railway Co. as follows: Harry S. Black, C. N. Whitehead, James I. Bush of New York city, Hunter L. Cary of Kansas City and W. A. Thompson of Pittsburgh. It is noted in New York that this action indicates a strengthening of the influence of the Kansas City Southern Railway in Missouri-Kansas-Texas affairs. The new directors, it is further stated, take the places of Henry Ruhlender, W. Frank Carter of St. Louis, Richard H. Swartwout of New York, A. F. Adams of Kansas City and A. C. Rearick.

### Increasing the Recovery of Oil.

A comprehensive investigation of the problem of increasing the recovery of oil from oil sands has been undertaken by the Bureau of Mines at the petroleum experiment station, Bartlesville, Okla. This problem is one of the most important that now confronts the oil industry, as it is generally estimated that only about 20 per cent of the oil underground is recovered by present methods of flowing and pumping. The Bureau plans to study a number of the physical properties of crude oil that affect the recovery of oil from sands, such as surface tension, viscosity, capillarity, etc. An effort will also be made to keep in touch with recovery methods that are now in practical use.

### Magnolia Company to Expend \$5,000,000.

Beaumont, Texas, April 17—[Special.]—Construction of two new stills and other improvements to the refinery of the Magnolia Petroleum Company here will be started immediately, it is announced. Each still will have a daily capacity of 2000 barrels of oil and will add approximately 30 per cent to the capacity of the plant. The improvements will cost \$5,000,000, it is stated.

### Sarasota Votes \$750,000 School Bonds.

Sarasota, Fla.—A bond issue of \$750,000 has recently been voted by Sarasota; this will assure the city's school-building program for the coming year. Work is expected to begin soon on the first unit of a \$1,000,000 high school. As additional funds have been provided to meet present needs, it is said to be the purpose of the school authorities to defer the sale of the bonds until the market is considered favorable.

### Baltimore Firm Plans 300 Dwellings.

Property at Hilton street and Hoffman lane, Baltimore, has been purchased by the Lohmuller Building Co., Baltimore developers; the plan is to erect 300 dwellings in groups of 50. The dwellings will be of brick, two stories, with brick foundations and built-up roofs. Architectural and construction details will be handled by the company. The houses will cost approximately \$3000 each.

### 12,000-Acre Farm Development in Florida.

Sarasota, Fla., April 19—[Special.]—Announcement has been made here that S. W. Long of New York has purchased through W. L. McNevin & Co. of Tampa over 12,000 acres of land for development for farming operations and to be divided up into farms of from five to forty acres each. The reported price was about \$1,000,000.



# From \$2.27 a Month Salary to an Annual Business of \$91,000,000.

A THRILLING HUMAN INTEREST STORY WITH SPECIAL REFERENCE TO A GREAT FARM ENTERPRISE IN THE SOUTH.

By JAMES C. PENNEY.

[Mr. Penney's first job paid him \$2.27 a month. He is now one of the country's biggest merchants, has a winter residence in Florida and owns 120,000 acres in that state, which he is developing into a model farm community. The following is reprinted from *The Field Illustrated*, New York, with their permission.—Editor *Manufacturers Record*.]

I have been requested by the editor of the *Field Illustrated* to state how it came about that I took up the breeding of pure-bred Guernseys. Really, two reasons have influenced me to do this. The one, a sort of inherent tendency, perhaps, passed on to me by my father; the other, exceedingly well expressed in the words of the author of an article in a recent issue of *Hoard's Dairyman*. The article is entitled "A Surgeon's Achievement with Brown Swiss." I have only to substitute a word or two to make the application to my own case perfect. The author stated, when asked if he liked working with cattle:

"I have to find something that gives me complete change from the work at the clinic (or, in my case, from business). And I have found nothing else so interesting as the development of these cows."

In regard to the influence which my father passed on to me, whether consciously or not I do not know, let me say that he was a stockman and a good one. However, my father was in reality a Baptist clergyman, but was compelled to find a means of livelihood aside from the ministry because the congregations which he served did not, at the time, believe in paying their ministers.

I was born on a farm, two and a half miles east of Hamilton, Mo. Soon after my birth my parents moved to town in order that the children might, as they came to the age, have the benefits of a high-school education. I was brought up in a strict fashion, being taught very early in life not only the nobility of labor, but the necessity of it. Consequently, when I was eight years of age, I was compelled to buy my own clothes.

Now, in order to finance this necessity, I started out with a Berkshire pig, which I "grew out" with slop carried from homes of neighbors. I sold my first hog, bought several more, and continued feeding them until my father's town property became nothing but a feed lot. Of course, this got to be quite undesirable in the summertime, and my father, in order to protect himself, forced me to quit the "game."

During all these years, however, I had been spending my Saturdays, holidays and summer vacations on my father's farm. Its operations fascinated me and I returned to it always attracted by its many activities; indeed, if I could not get a ride from home to the farm, it was no burden to me to walk the two and a half miles.

My father fed beef cattle and bred draft horses, and carried on both these operations successfully. Hence, I feel that I may have taken over, or I am carrying along, from my father that love of stock which was so characteristic of him and which led him to discuss different animals with me when I was a boy. This, I now see, was the method he took to teach me what he knew about stock.

By the time I had finished high school, in 1893, I had managed to save a few hundred dollars; however, not enough to go very far toward purchasing a farm and stocking it. The truth of the matter is this, that although I was but a boy, I had worked enough on my father's farm and observed enough to be convinced that there was little money in farming. In fact, I could see no money in it; and then, furthermore, even

when I was a boy, I had hope and ambition—and I nursed it along—to become a wealthy man.

I started out in the store business, therefore, with a considerable degree of expectation and determination. I think I can truthfully say that my main desire was to get an exact and extensive knowledge of the store business, irrespective of what income it might bring me in the beginning, for I could see clearly enough that if I was thorough in what I learned the matter of income might be left to take care of itself. Hence, I started out on the work of my first position certainly not attracted by the financial return, for I received for my services only \$2.27 a month. But I stuck it out, and the following year my salary was increased to \$16.66 $\frac{2}{3}$  a month.

I worked my way through this year, studying every phase of the business, feeling satisfied only when I could assure myself that I was mastering the details of the store business. Perhaps I improved, for in the third year my salary was advanced to \$25 a month. It was in this year that my health gave out, and, on the advice of our family physician, I went West, warned never again to tie myself down to store work. Of course, for a boy who was obliged to go West alone, with very little money, I naturally floundered around quite a bit. Finally, I wound up in Wyoming, where I worked in a store for \$50 a month. This, I might say, was the store experience that inspired me with the idea of setting up, sometime, a chain of stores. I suppose the pull of home and the pull of what we love is always stronger than new adventures. Hence, through all these years I have never forgotten my early training at home. The importance of livestock appealed to me, and I have never lost my interest in the farmer and his problems. Young as I was, I could see that the farmer's problems were one in kind with those of the business man, for they depend one upon the other.

I opened a store of the kind I had always wanted to keep in Kemmerer, Wyo., in 1902. The store was very small and very humble, on a side street, and I tried to do a cash-and-carry business in the face of all opposition to that method of procedure. Despite the fact that everybody in town predicted failure for the enterprise, I succeeded in doing a gross business of \$29,000 the first year. Twenty-four years later—that is, in 1926—that one little store had grown to 687 stores, scattered through 44 states of the Union, and the \$29,000 gross business of the first year had increased to more than \$91,000,000.

For several years I have carried within me the determination to own a farm stocked with purebred cattle. Four years ago I had the opportunity to purchase the Robert Stuart farm, near Hopewell Junction, Dutchess county, New York. This farm has given me the opportunity to work out some of my desires and ideas. It was splendidly equipped for either dairy or breeding purposes. I chose the latter, spending considerable time in determining, with all the logic and reason I could command, the breed. On my estate at White Plains, N. Y., I had been carrying Jerseys, and I was very fond of them. At the time, I had a dairy in California, where we were running Holsteins. But I was attracted to the Guernsey, and after a careful study of the breed I decided that,

while there is a place for each of the other four dairy breeds, the Guernsey is, for my purposes, the best.

I am not, of course, writing on behalf of the Guernsey breed, nor am I trying to set it up as the predominant fine breed. The point upon which I had to insist with myself is this: Whatever breed I decide upon, I must not be satisfied with anything mediocre.

First of all, no serious man should have time for the mediocre in any phase of his living. Then, there is real satisfaction in breeding something good. To work with a good breed gets you somewhere and permits of development that is serviceable and worth while.

But another thing I want to insist on: That I did not undertake this breeding of cattle, nor am I continuing it, as a pastime. Very often, when men of means take up the breeding of cattle they are supposed to do so out of love for having a hobby of some kind. With me this is not so. It is a business proposition, pure and simple. Of course, I get a lot of pleasure and happiness out of the undertaking, but what attracts me more than even my own pleasant reaction is the enormous need for constructive work along the line of uplifting the dairy herds throughout the farms of the country. To be helpful and constructive in improving the small dairy herd is, to my mind, an undertaking worthy of the best thought and activity of anyone who has a love for cattle. Truly, it is appalling to think upon the fact that only 2 per cent of the cattle in this country are pure-bred. What a wonderful opportunity there lies in helping redeem the 98 per cent! Again, the average milk production is 4000 pounds and the average butterfat production is 140 pounds. What finer inspiration could a man have than that offered by the opportunity of lifting these figures to a worth-while standard? But this is not all. Not only is the breeding of pure Guernsey stock of enormous interest to me, because it is constructive and helpful, but it is an interest that is going to add years to my life. And another fine tribute of activity—if I may so put it—is that it brings me constantly into contact with as fine a lot of men and women as I have ever met—good, earnest, sincere thinkers, who are bent upon contributing each a portion to one of the greatest problems that faces agriculture.

The upstanding type of men and women engaged in the breeding of cattle has led me to observe that men, lacking character, either do not embark in this enterprise, or if they do, they do not stay at it long. And the reason is simple—this business is a straight-shooting man's game. Among the honored men and women who are at work in the cattle game the type is so unusual that I am compelled to say that it is unnecessary to have a man sign a paper indicating what he will do. The sense of honor and justice that pervades these men and women makes it a pleasure for them to fulfill 100 per cent of their agreements.

I notice that in the United States—although there are a few exceptional cases—on the death of a breeder his herd is usually dispersed. This is quite contrary to the practice in England, where the same strains have remained in families for generations. I mention this fact here because I have been long enough interested in cattle to know that one lifetime is all too short to go very far with the constructive, creative work that needs to be done. Hence, I have taken care so to arrange my affairs that the business of breeding Guernsey cattle, as I am carrying it on, shall be continued after I have passed on.

The editor of the Field Illustrated has also asked me to say a word or two about another venture of mine—a type of farm development which I am now shaping in Florida.

For many years it has seemed to me that the same plan that has made the J. C. Penney Company a successful merchandising organization could be equally successfully applied in other lines of endeavor. I have been particularly impressed

with the thought that it could be applied to agriculture, and for some time past I have kept my eyes open for a place that would afford me opportunity to try out the plan. Briefly, the plan is to put a man upon his honor, first testing him for his ability to do what he is about to embark upon; giving him such aid in starting his enterprise as is necessary; keeping his effort up to the best standard practice and letting him work out his salvation with the material that lies before him.

Managers of the J. C. Penney Company stores are trained in this way. Could it not be, I have said to myself, that men can be found who will take up tracts of land, and, after a certain amount of expert guidance, be taught to keep their farms to a standard and to succeed in making the farm pay for itself? Consequently, I have been keeping on the lookout, for some time past, for a place where I could try out this plan. Finally, I discovered exactly what I was looking for in Clay county, Florida—a tract of approximately 120,000 acres, located some thirty miles southwest of Jacksonville. At the present time some 10,000 acres of this tract are cleared, and there are now available on the property a hundred plots of 2½, 5 and 20 acres, each with a house, shed (which can serve as a barn), fencing, and most of the ground once plowed over. Our plan is, briefly, first to find men who themselves will measure to standard. To do this we have representatives interviewing men in various parts of the country, placing before them the type of opportunity that we offer and stressing the type of man we are seeking. We want young, or comparatively young, men who have had some farming experience, who are clean of habits, who are not drinkers or cigarette smokers, whose industry will rise to a point abreast of opportunity. We offer this type of man opportunity to take a plot, let us say of twenty acres, to work upon it one year; at the end of that year to take it over by purchase, if we are mutually satisfied with one another. When it is agreed that a man shall take up a plot of ground, a price is set upon the property at which he shall purchase it. However, for the first year we require only that he shall have enough money to move himself and his family to the farm and to finance himself for that first year. The farm organization supplies him with many advantages at cost; for instance, his ground will be tractor-plowed at cost. He is given expert farm advice and assistance from the department established for that purpose. We aim to supply him with the young plants he needs, to advise him as to the best crop to grow upon his acreage, to set up for him a program both of farm activity and home development, showing him and his wife how, with a reasonable program established in the beginning, a man can gradually progress into getting a substantial living, with a home surrounded by a farm that is a paying proposition. If, by the end of the first year, the candidate is satisfactory to us, and satisfied to go on with the work, he is given the opportunity to purchase his farm at the price previously agreed upon and to pay for it over a period of time from the proceeds of his farming.

We feel that a man taking up a plot of ground should first of all plan his planting so as to insure himself and his family of a living all the year round, and then add a major crop for a money maker which, under the expert guidance we afford him, will give him the maximum investment and margin of safety.

You see, then, that these men come to us, after our preliminary interview, somewhat skilled, perhaps, in farming, with youth and strength, outlook, the desire to build a home and win an independent income from the soil. They are directed into the best standard practices, and through the benefits of various forms of co-operative purchasing and selling are capable of the most economic procedure in the enterprise. After a man has spent twelve months on the plot, if he decides he does not care to continue, we allow him to take his crop, sell it to his own advantage, charging him nothing



whatever for the opportunity he has enjoyed. The many years of experience that I have had with men who have come up through the ranks in our stores and have made good in managership persuades me that men can be similarly chosen and helped to come to a similar degree of independence through this form of farm development.

### **Pennsylvania Railroad Has Bought \$24,000,000 Worth of Engines and Cars.**

Orders for \$10,000,000 worth of cars have been placed by the Pennsylvania Railroad Company. They consist of 2000 automobile box cars and 234 passenger-train cars, including baggage cars, orders being distributed as follows: American Car & Foundry Co., 500 automobile box cars and 100 baggage cars; Ralston Steel Company, 500 automobile box cars; Bethlehem Steel Company, 600 automobile box cars; Pressed Steel Car Company, 400 automobile box cars and 35 passenger cars; Pullman Car Manufacturing Company, 17 passenger coaches, 7 passenger and baggage cars and 8 passenger-cake cars, and Standard Steel Car Company, 22 passenger coaches and 20 electric coaches.

In addition to this equipment the Pennsylvania Railroad will soon order 25 more baggage cars. These contracts make the total value of new equipment lately ordered by the company \$24,000,000, as 200 locomotives to cost \$14,000,000 were bought early this month.

### **Working for Southern Exposition.**

Greenville, S. C., April 16.—William G. Sirrine, president of the Southern Exposition, returned today from Tennessee and Alabama, where he has been holding conferences with state committees regarding participation in the Southern Exposition. Charles C. Gilbert, secretary of the Tennessee Manufacturers Association, has accepted appointment as chairman of the Tennessee division.

Will R. Manier, secretary of the Nashville Chamber of Commerce, has announced the appointment by that body of the following committee to consider the advisability of Nashville taking part: Turner Price, chairman; Charles Loventhal and W. D. Trabue. Chairman Gilbert recently met the officials of Tennessee Electric Power Company; Mr. Sirrine reports they have decided to make a display, and tentative reservations have been made on the 50th street side of the Madison Square Garden for the Tennessee exhibit.

In Alabama a number of the former exhibitors are reported to have applied for space, and the Eighth avenue side has been tentatively reserved.

The Smokeless Coal Operators' Association of West Virginia through its president, William D. Ord, is stated to have reserved 800 square feet.

### **Postpones Date of Leon Hotel Bids.**

Tallahassee, Fla.—The date on bids for the erection of the proposed Leon Hotel here has been postponed by W. B. Harbeson, owner, from April 20 to May 20. As previously outlined in the MANUFACTURERS RECORD, the building will be 12 stories high and will contain 230 rooms and baths. Edwards & Sayward of Atlanta are the architects.

### **\$250,000 to Locate Industries.**

Ashland, Ky.—For the purpose of encouraging new industries to locate in Ashland, a guaranty fund of \$250,000 has been voted by the industrial budget committee of the Ashland Chamber of Commerce. Plans for a drive to raise the fund have also been made, the campaign to be in charge of Rufus H. Van Sant, chairman of the committee.

### **Activities of Virginia Electric & Power Company —\$7,000,000 Expended Last Year—Much Construction Under Way and Planned.**

During the past year the Virginia Electric & Power Co., Richmond, expended more than \$7,000,000 in Tidewater Virginia, according to a recent statement by the company, the larger part covering the purchase of power properties and extensions since July 1, when the executive management of the company was assumed by Stone & Webster, Inc., of Boston.

Of total expenditures, \$3,210,000 was for acquisition of light and power properties of the Spottsylvania Power Co., serving Fredericksburg and Ashland. This property will be linked with the company's main power system through a high-power transmission line now under construction. Additions to power stations, including transmission and distribution lines, aggregated approximately \$2,000,000, while the purchase of the Richmond Rapid Transit Co. involved \$400,000. The company also acquired power stations and equipment at Holland, Franklin, Boykins, Newsoms, Tappahannock, Williamsburg and Smithfield, Va.; Jackson, Seaboard and Halifax, N. C.

An outstanding piece of construction during the year was the high-power transmission line between Roanoke Rapids, N. C., and Suffolk, Va., tying in the water-power station at the former city with the main high-power transmission line at Suffolk. This line, involving an approximate cost of \$900,000, including sub-stations, was formally opened in October. Plans are now being developed to supply power throughout northeastern North Carolina, embracing the cities of Rocky Mount, Tarboro, Enfield, Elizabeth City, Wilson and others. Construction has already been started on a transmission line between Roanoke Rapids and Rocky Mount.

A new business department has been established and salesrooms have been opened in Richmond, Petersburg, Norfolk, Portsmouth, Roanoke Rapids, Fredericksburg and Williamsburg at a cost of more than \$100,000. Plans have been perfected in Norfolk for unifying street railway and motorbus transportation, involving the transfer of passengers, while the company has acquired the motorbus equipment of the Richmond Rapid Transit Co., serving the west end of Richmond, and has added five buses. A proposed franchise in Richmond, providing for a unified street car and bus service, will acquire an outlay of about \$1,000,000 for track construction and new cars and buses.

Within the next six months the company plans to expend nearly \$3,000,000 for additions to its facilities, consisting in the main of the Roanoke Rapids-Rocky Mount line and the Fredericksburg-Richmond line. Ten new street cars are being built and two motorbuses at a total cost of \$125,000. These are expected to be delivered within a few weeks.

### **\$4,000,000 Chemical Factory for Kentucky.**

Greenup, Ky.—According to an announcement through the Chamber of Commerce of Ashland, Ky., the Grasselli Chemical Co. of Cleveland, Ohio, plans the expenditure of approximately \$4,000,000 for the construction and equipment of a chemical manufacturing plant here. The new plant, it is stated, will consist of four units and it is expected that construction of the first one will begin at once, while the remaining three will be built later. A tract of 80 acres has been purchased as a site for the proposed plant.

City Council of Austin, Texas, will probably soon call an election on a \$300,000 bond issue, to include \$200,000 for school improvements and \$100,000 for the construction and equipment of an addition to the Breckenridge hospital.

# Cotton Shippers in Atlanta Meeting Consider Problems of the Industry.

[Special Correspondence Manufacturers Record.]

Atlanta, Ga., April 16.

With the election of W. J. Neale of Waco, Texas, as president; the selection of Memphis, Tenn., as the convention city for 1927; the passage of resolutions calling for an international board of arbitration, to be composed of delegates from New York, Liverpool, Bremen, Havre and Milan, and the appointment of a special committee, consisting of Frank M. Inman of Atlanta, C. W. Butler of Memphis and C. W. Bradshaw of Greensboro, N. C., to draw up plans for a central clearing-house for the cotton trade, the American Cotton Shippers' Association closed the most important meeting in its history, and one of the most important meetings in the history of the American cotton industry here.

The convention was attended by more than 350 cotton shippers from every section of the cotton belt, and no other meeting of the cotton trade in recent years has had so many leading men present. Among those attending were W. L. Clayton, Anderson, Clayton & Co., Houston; George H. McFadden, George H. McFadden & Bros., Philadelphia, Pa.; J. M. Sprunt, Alexander Sprunt & Son, Wilmington, N. C.; Walter S. Griffin, Cooper & Griffin, Inc., Greenville, S. C.; Will P. Stewart, Stewart Brothers, New Orleans; James L. Crump, Weatherford, Crump & Co., New Orleans, and Richard T. Harris, president of the New York Cotton Exchange. Delegations were present from the New York Cotton Exchange, the New Orleans Cotton Exchange, the Chicago Board of Trade and most of the foreign exchanges.

Interest centered largely upon the proposed changes in the cotton futures contract. W. L. Clayton in an address on "Manipulation of the Futures Contract" urged Southern delivery on New York contracts as the best means of overcoming present defects in the futures contracts law. Charles L. Tarver, chairman of the committee on the futures contracts, went on record as being opposed to Southern delivery, but favoring an increase in the deliverable grades, and President Harris of the New York Cotton Exchange urged shippers to go slowly in the matter of recommending changes in the law. Mr. Harris said that the farmers' interests in cotton must be protected, and he was unalterably opposed to any measure which would not give necessary protection to the producer of the crop.

The final recommendations, as made by the committee on futures contracts and adopted by the convention, were as follows:

1. That the Bureau of Markets, Department of Agriculture, be requested so to construe the Smith-Lever law that strict low middling spotted, middling yellow tinged, strict middling light yellow stained, middling light yellow stained, strict middling yellow stained, strict middling gray, middling gray, good middling blue stained and strict middling blue stained be added to the grades tenderable against the futures contract.

2. That staple premiums be allowed on 15/16 and inch, these premiums to be not over 60 per cent of the average of the premiums quoted by the 10 designated spot markets.

3. That the Bureau of Markets be asked for the privilege of certification on cotton at all of the 10 designated spot markets for shipment to and delivery on the futures exchanges.

4. That the New York and New Orleans futures exchanges be petitioned to institute a control committee, to function in the same manner as the control committees now existing in the New York Stock Exchange, Chicago Board of Trade and the Sugar and Coffee Exchanges of New York.

Majority sentiment of the convention seemed against delivery in the South on the New York futures contract and in

favor of widening the range of cotton tenderable on the contract as the best means of overcoming objections to and defects in the present Cotton Futures law.

But the cotton futures question was not the only one discussed at the convention. Many other measures, hardly less important in their influence on the cotton industry, were considered and adopted. The committee on tare recommended that the association use every effort to make the new standard covering of 12 pounds of sound bagging, preferably 6 yards, weighing 2 pounds to the yard, and six 11½-foot ties, weighing 1½ pounds each, effective throughout the cotton belt, and this recommendation was adopted. The association went on record in a resolution as favoring a return to the old custom of figuring ties and bagging together to arrive at the tare. The report of the committee on rules, by-laws and trade ethics, asking that the president be given authority to appoint an arbitration board of six members, one from each affiliated association, any three to be selected by the president to serve on any specific arbitration, was adopted. And, following a discussion as to the advisability of a board of appeals, another resolution, giving the president authority to create a board of appeals in the same way, was passed by the convention.

The committee on Southern mill rules and arbitrations presented a report recommending that a committee with authority to act be appointed to confer with the American Cotton Manufacturers Association at its meeting in May with a view of creating an arbitration board for the purpose of handling Southern mill arbitrations. The report further recommended that this arbitration board should consist of three members, one to be selected by the American Cotton Manufacturers Association, one by the American Cotton Shippers Association and the third jointly by the above two associations, and that a joint board of appeals be created in the same manner. The report was adopted.

The committee on foreign arbitration and appeals recommended that a committee be appointed from the association to confer with members of foreign exchanges with regard to the formation of an international board of arbitration and a similar board of appeals. It was suggested that the New York, Liverpool, Bremen, Havre and Milan exchanges each have one delegate on the board of arbitration and board of appeals. The resolution was adopted by an overwhelming majority.

The association went on record as approving the principle of universal staple standards, comparable to the universal grade standards now in use. It adopted a resolution "disapproving any lack of action on the part of the Government which would penalize the marketing of American cotton in Turkey." It granted authority to the president to appoint a committee of three for the purpose of investigating the practicality of a "clearing-house" through which buyers might locate the cotton needed for special uses and shippers be able to dispose of bales held in insufficient quantities to make up a shipment. It passed a resolution sustaining the New York Cotton Exchange in its effort to secure warehouse in transit privileges for the port of New York, and it protested officially the issuing of bi-monthly crop reports by the Government, urging the issuance of a monthly cotton report instead.

In short, at a critical time in the history of the American cotton industry, the leaders got together and made an earnest, honest and concerted effort to meet changing conditions and to find a solution to the problems confronting them. A sig-



nificant feature of the reports adopted is the willingness of the association to co-operate with other organizations and to arbitrate differences for the betterment of the trade.

In the meantime the recommendations of the American Cotton Shippers Association and its six affiliated organizations—the Atlantic Cotton Association, the Arkansas Cotton

Trade Association, the California-Arizona Cotton Association, the Oklahoma State Cotton Exchange, the Southern Cotton Shippers Association and the Texas Cotton Association—with its joint membership of 800 cotton firms, have a weight that is bound to influence the entire cotton business of the country.

## A Great Florida Business Convention.

A THOUSAND ENTHUSIASTIC BUSINESS MEN GATHER TO PLAN FOR FLORIDA'S SAFE AND SOUND DEVELOPMENT.

By VICTOR H. POWER.

Palm Beach, Fla., April 16.

Florida is snapping back with a resolute determination that is refreshing—an assurance that bespeaks complete confidence that nothing can halt its predestined progress and substantial development. It is destined that this enchanting and health-keeping and health-giving state—this state of untold agricultural possibilities in the broadest sense, with vegetables and fruits and an oncoming dairy industry that will stabilize and safeguard and enrich every farm activity; this state of present and future industrial achievements to serve as insurance background in both a production and consumption sense to the diversified farm industries; this state of strong and well-managed financial houses, who are recognizing the responsibility and necessity of keeping apace with the requirements of development conditions; this state of virile, vibrant manhood and womanhood—shall take and hold permanently a foremost place in the Commonwealths of the Union.

This is the belief of the leading business men of Florida at the Florida Takes Inventory meeting at Palm Beach today, which is claimed to have been one of the largest and most successful gatherings of Florida men and women workers that has been held for years—with nearly 1000 delegates, representing every important district from Pensacola to Key West and from Jacksonville to St. Petersburg.

No one could attend such a convention without sensing and feeling the confident, sane enthusiasm that was liberated from the moment that Chairman Peter O. Knight, the knight who has won victories for Florida for a quarter of a century, opened the session until the closing words of State Railroad Commissioner Bass ended the inspiring proceedings 13 hours later. Throughout the entire session, broken only by the luncheon and dinner hours, the hall was crowded, in fact overcrowded, many standing at both the forenoon and afternoon meetings, and the interest and attention never lagged, the enthusiasm never waned and the confident self-reliant spirit never wavered—the inspiration was substantial and contagious.

When the influence of the notable meeting is carried back home—and it started when the first delegate left for home—and permeates the length and breadth of the state, the resulting activity and spurt in substantial work will be on a plan so sure and certain and big that the last few years' development will be bagatelle in comparison.

You cannot stop Florida. One may stop its excess here and there, which is a good thing; its hectic speculation, pure and simple, in unnecessary subdivisions—not all of them, but the unnecessary ones, the badly located ones, unsupported by any real call or demand. The artificial and forced development—all such wasted work—should be stopped, and will be stopped. As a matter of fact, what happened was akin to a condition that overcame Wall Street several years ago. In the time of J. Pierpont Morgan, who described the pains as due to indigestion or undigested paper in the form of securities, and the trouble in Florida recently was similar and the indigestion was caused mainly by an outside, hard-boiled

"cracker," and not by a Florida "cracker." Florida simply refused to be the goat and stopped the antics of purveyors of foreign inflated balloons menacing its business health. What happened recently in the aftermath of overpriced land was a blessing even without disguise; it makes the real worth of Florida stand out clear-cut like a cameo, and those who see can feel and understand more completely and more correctly than ever before the appealing beauty and substantial worth of the gem in the diadem of 48 glorious subdivisions of this great country.

It was easily manifest at this convention of inventory taking that the balance sheet was fat on the profit side and lean on the loss side. It was easy to tabulate the material, spiritual and sociological possessions which the state gives out with a loving appeal to those that grasp in a firm, friendly and reciprocating attitude, and it was quite difficult to tabulate the actual deficiency. In saying this, it is not a purpose to indicate that there are not some so-called technical liabilities, some things that are wrong and need either total annihilation or curing, and the convention attended to this. There will be no more wild, thoughtless land speculation in the devastating sense if Florida can prevent it; no more excessive rentals and leases, and no more overcharging by hotels—those are some of the liabilities that will be liquidated and turned into real building-up, wealth-producing assets. There was no sidestepping of these and other weevil, destructive forces; no delegate desired to shut his eyes to any known, visible or imaginary deficiency; nobody tried to fool himself or anybody else; Florida did not kid itself at this convention, and that was one of the outstanding features.

This means that Florida understands itself better than anybody else outside understands and comprehends, and knows that the biggest fool is he who fools himself, and the business men of Florida in checking up its assets did not in the slightest degree overlook its positive or negative liabilities. Nobody need be afraid to accept the showing of the inventory tabulation at this convention in either wealth or the splendid power, strength and resolute character of its manhood, unsurpassed in the world. Florida is snapping back decisively to a tremendous prosperity.

The plan to give only one day to the convention turned out to be too short a time to handle and discuss the many important subjects. It probably would have been better to have had two days so that the set subjects could have been more thoroughly analyzed and absorbed with careful deliberation, and opportunity afforded for full and free debate on subjects not on the regular program, and for a full and extended discussion of suggestions brought out in the program addresses. Nevertheless, it was a great convention, such as has not been staged anywhere else in any other state, so far as I have ever heard. What state can show a business gathering of at least 1000 of the very foremost men of the whole state—bankers, merchants, lawyers, railroad men and city builders, all brimful of life and enthusiasm, and where every note was one of regnant optimism?

## \$2,000,000 in New Ice Plants.

AN ATLANTA COMPANY COMPLETING PROGRAM OF EXPANSION CALLING FOR PLANTS AND STORAGE FACILITIES IN FOUR SOUTHERN CITIES.

By J. C. GENTRY.

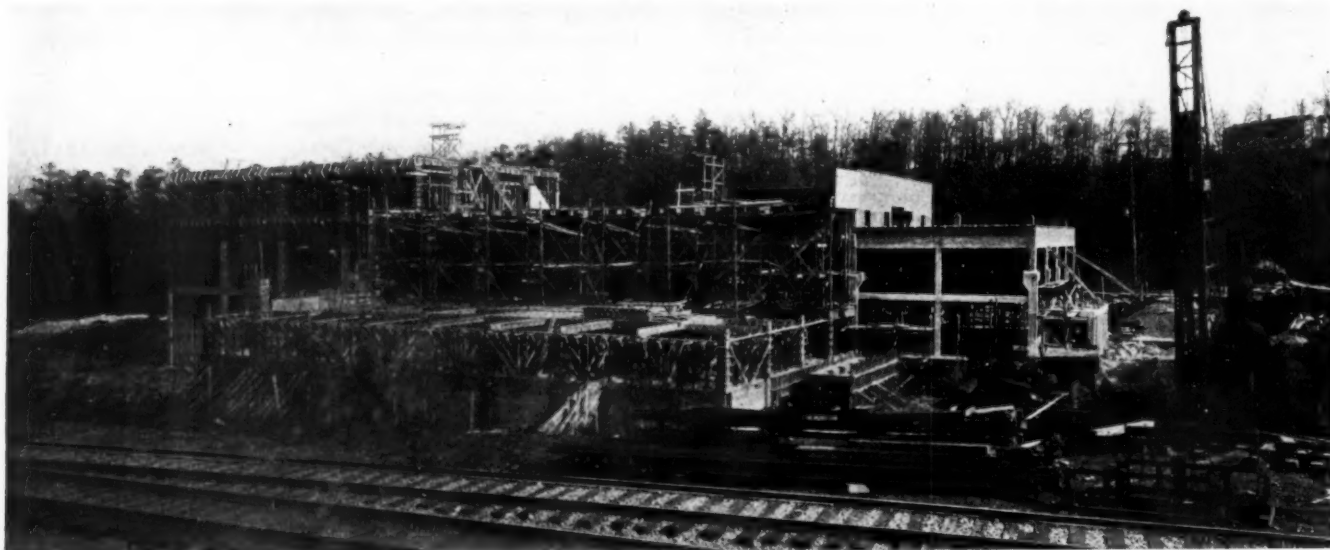
The Atlantic Ice & Coal Co., Atlanta, Ga., is completing an expansion program in Florida, Georgia and Alabama involving the expenditure of about \$2,000,000. At Tampa a \$500,000 plant is about 85 per cent complete; at Brookwood, Ga., a \$450,000 plant is 50 per cent finished; at Montgomery, Ala., a \$360,000 plant was completed in 1924, and a \$550,000 plant was put in operation last year at Fort Valley, Georgia.

The company also has a plant known as the West End Station at Atlanta with a daily capacity of 300 tons of ice and an ice-storage capacity of 15,000 tons. The Montgomery (Ala.) plant has an ice-making capacity of 200 tons daily and large storage space. The Fort Valley (Ga.) plant No. 2 has an ice-storage capacity of 40,000 tons and can

were prepared under his supervision. The plants at Atlanta, Brookwood and Montgomery are electrically operated. The plant at Fort Valley is driven by oil engines, and the Tampa plant is steam-driven, using fuel oil.

Morgan, Dillon & Lewis, Atlanta, were the architects. The Foundation Co., Atlanta, was the general contractor for the West End Station and the Fort Valley Plant No. 2. C. A. D. Bailey & Co., Atlanta, was the contractor for Plant No. 1 at Montgomery. W. P. Richardson, Tampa, is the contractor for the Tampa station. The Griffin Construction Co., Atlanta, is building the Brookwood plant. Machinery was supplied by the Vilter Manufacturing Co., Milwaukee, Wis., and cork board by the Armstrong Cork & Insulation Co., Pittsburgh, Pa.

The Atlanta company was incorporated in January, 1925,



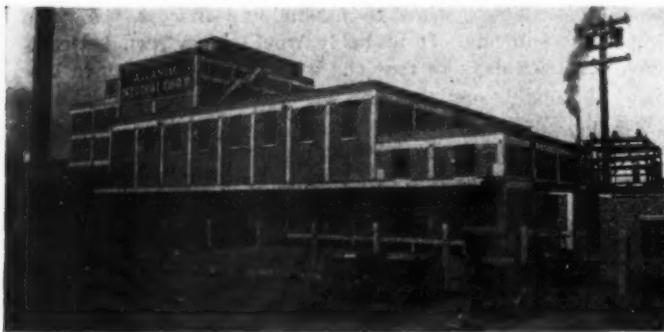
\$450,000 PLANT NOW IN COURSE OF CONSTRUCTION AT BROOKWOOD, GA.

produce 200 tons of ice daily. It is one of the principal icing stations for Georgia peaches. The Tampa plant has a daily ice-making capacity of 200 tons, and it will be largely used for icing cars containing Florida citrus fruits and vegetables. The plant at Brookwood, Ga., will have a daily ice-making capacity of 200 tons and a storage capacity of 15,000 tons.

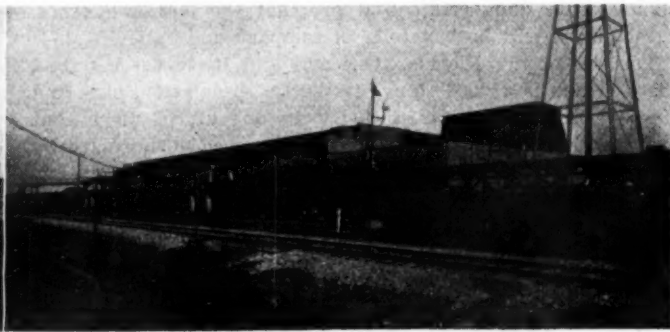
All these plants were designed by O. W. Deyerle, vice-president and chief engineer of the company, and plans

and succeeded the Atlantic Ice & Coal Corporation. There are branches in twenty-six cities and towns of Georgia, Tennessee, Alabama and Florida, with 34 ice-making plants having a daily machine capacity of 4200 tons and 220,000 tons ice-storage capacity, eight modern cold-storage plants with 3,000,000 cubic feet of storage space, and 21 coal yards.

The original capitalization was \$8,000,000. The present maximum authorized capitalization is \$25,000,000, this having been found necessary in order to provide a more flexible

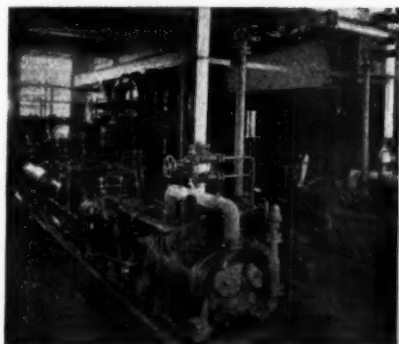


\$360,000 PLANT AT MONTGOMERY, ALA.



THE FORT VALLEY (GA.) \$550,000 PLANT.





ENGINE ROOM.



THE \$500,000 TAMPA PLANT.



TANK ROOM.

financial organization to take care of the building program, now in progress, contemplated for the near future. The company has contracts running for a period of years to supply the ice necessary for the refrigeration of the big

taxes, education, building construction, the Everglades, agriculture, tourists, industries, natural resources, etc. The book will be widely appreciated as a condensed statement of what Florida possesses and has to offer to the rest of the world.



OIL ENGINES IN FORT VALLEY PLANT.

annual peach crop of Georgia, also for much of the vegetable and citrus fruit crops of Florida, the rapidly expanding strawberry crop of Tennessee, and the fruit and vegetable crops of Alabama.

### A Survey of Florida in Print.

Answering the question: "On what kind of foundation does Florida's future prosperity rest?" the Trust Company of Florida, at Miami, has gone deep into records and brought to light an amazing series of facts regarding the investment of hundreds of millions of dollars in railroads, canals, drainage systems, manufactures, agriculture, public utilities, public works, education and sundry enterprises, all of which are instructively and entertainingly described in a book of 70 pages, pocket size, which has been published by the company, with the title "Business Survey of Florida." "Permanent Investments As a Sign of Permanent Prosperity" is the caption of the opening chapter, following which are other chapters on railroads, water transportation, highways, telephones and electricity, banking resources, municipal bonds,

### Production of Slab Zinc and Rolled Zinc in 1925.

Production of slab zinc at zinc reduction plants in the United States in the year 1925 amounted to 611,645 short tons, valued at \$92,970,000, according to statistics compiled by the Bureau of Mines, Department of Commerce. This compares with the 1924 production of 552,825 short tons, valued at \$71,867,000. Of the 1925 output, 572,946 tons was primary production, 555,631 tons being from domestic ores and 17,315 tons from ores originating in Canada and Mexico. Redistilled secondary production amounted to 38,699 tons.

Oklahoma, where 138,906 short tons were smelted, led all states in production. Illinois, with 109,672 tons smelted, was second, and Pennsylvania, with 99,899 tons smelted, was third.

The apparent consumption of primary zinc in the United States in 1925 amounted to 500,147 short tons, as compared with a consumption of 448,257 tons in 1924.

#### SLAB ZINC PRODUCED IN THE UNITED STATES, 1922-25.

	1922	1923	1924	1925
Total output:				
Primary .....	354,277	510,434	517,339	572,946
Redistilled secondary .....	32,988	39,434	35,486	38,699
	387,265	549,868	552,825	611,645
Primary zinc by origin:				
Domestic ore .....	353,274	508,335	515,831	555,631
Foreign ore (total) .....	1,003	2,099	1,508	17,315
Canada .....	55	.....	1,396	7,997
Mexico .....	948	2,099	112	9,318
Total .....	354,277	510,434	517,339	572,946
Primary zinc by method of reduction distillation:				
Arkansas .....	13,627	29,870	28,447	27,145
Illinois .....	76,266	93,239	93,370	109,672
Kansas .....	24,167	32,006	28,640	25,765
Oklahoma .....	74,537	119,744	118,487	138,906
Pennsylvania .....	57,319	82,003	83,016	99,899
Other states .....	52,992	82,484	87,886	92,555
Electrolytic:				
Montana .....	55,369	71,088	77,493	79,004
Total .....	354,277	510,434	517,339	572,946

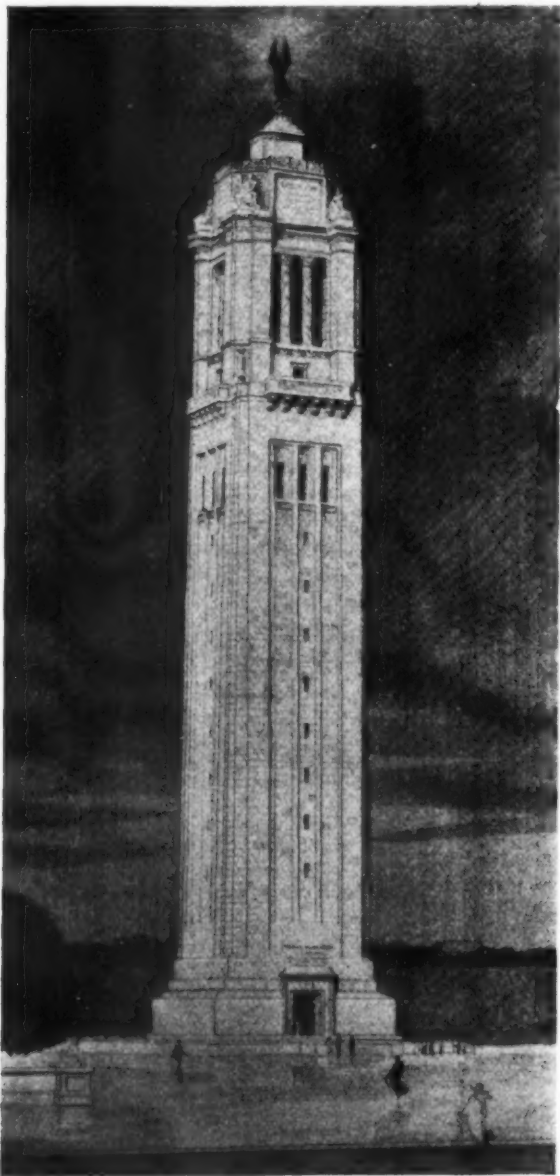
The total production of rolled zinc in 1925, as reported by producers to the Bureau of Mines, amounted to 142,263,945 pounds, valued at \$14,514,234. As compared with 1924 these figures represent an increase of 17 per cent in production and 26 per cent in value. The average selling value per pound in 1925 was 10.2 cents, as compared with 9.5 cents in 1924.

#### ROLLED ZINC IN THE UNITED STATES, 1924 AND 1925.

	1924			1925		
	Pounds	Total Value	Average	Pounds	Total Value	Average
Sheet zinc not over one-tenth inch thick .....	59,033,193	\$5,669,867	\$0.096	60,169,425	\$6,195,763	\$0.103
Boiler plate and sheets over one-tenth inch thick .....	1,982,526	160,893	.081	2,202,347	199,435	.091
Strip and ribbon zinc .....	61,049,000	5,721,594	.094	79,892,173	8,119,036	.102
Total rolled zinc .....	122,064,719	11,552,354	.095	142,263,945	14,514,234	.102
Sheet zinc imported and entered for consumption .....	712	88	.124	349	55	.158
Sheet zinc exported .....	7,315,144	784,728	.107	8,392,707	926,841	.110
Available for consumption .....	114,750,287	.....	.....	133,871,587	.....	.....

### National Association to Install War Memorial Carillon in Washington.

As a national memorial to commemorate the sacrifices and ideals of America in the World War, the National Carillon Association, recently incorporated, plans to erect a national peace carillon in Washington, which is expected to stand as one of the world's great works of art. The carillon will consist of 54 bells of the highest musical quality, to be housed in a tower of imposing architecture which has been designed



NATIONAL PEACE CARILLON, WASHINGTON.

by Paul P. Cret of Philadelphia, fellow of the American Institute of Arts, whose work is exemplified in the Pan-American Building in Washington and the Memorial Arch at Valley Forge.

The tower will rise to a height of 350 feet and will doubtless become one of the outstanding features of the city, ranking in that respect with the Washington Monument, the Capitol and the Washington Cathedral now under construction. Of the 54 bells to be installed, the first and largest will weigh more than ten tons, cast and tuned to the pitch of E flat. It will be fittingly inscribed and designated "The Bell of the Allies," in honor of the powers associated in the war. After this, in ascending chromatic scale, each state in the Union will be represented by its individual bell, the bells

to be allotted to the states according to the number of casualties suffered in the war.

The second bell will bear the name and coat of arms of New York, weighing nearly 19,000 pounds and sounding the pitch of E, while the Pennsylvania bell will come next, weighing about 8 tons, in the key of F, and so on throughout the entire list of states and divisions to the Philippines, with the highest bell, weighing under 20 pounds and having a pitch of A flat, making a complete musical instrument of four and one-half octaves, capable of yielding a wonderful effect of melody and harmony. As the best bells, it is said, are now being tuned to the accuracy of a single vibration, this instrument is expected to be worthy of the greatest masters.

Headquarters of the National Carillon Association are located in the Colorado Building in Washington, its officers including H. K. Bush-Brown, president; Gilbert Grosvenor, first vice-president; Justice Wendell P. Stafford, second vice-president; John B. Lerner, treasurer; Dr. Edwin F. Smith, assistant treasurer, and J. Marion Shull, secretary.

### Analyses of Virginia Coals.

Results of analyses of numerous Virginia coals are contained in Technical Paper 365, issued by the Bureau of Mines, Department of Commerce.

The coal production of Virginia in 1925 amounted to approximately 12,455,000 tons. The coal-producing counties of the state are well served by railroad transportation lines. The coal is widely distributed. A considerable tonnage is shipped by water from Norfolk to New York and to New England ports. The coal is used for many purposes. The higher grades from the Southwest fields of the state have an enviable reputation as steam fuel.

The Virginia coal fields are widely scattered geographically and represent deposits of widely separated geologic ages. They are known as the Southwest Virginia fields, the Valley fields and the Richmond basin.

The Southwest Virginia fields are the most extensive and most productive in the state. They include that part of the great Appalachian bituminous coal region which lies in Lee, Wise, Scott, Dickenson, Russell, Buchanan and Tazewell counties. The coal beds and the associated rocks are of upper Carboniferous (Pennsylvania) age, and the coals range in rank from high-grade bituminous to semi-bituminous.

The Valley fields lie farther east, in and along the Great Valley, in Montgomery, Pulaski, Wythe and Bland counties. The coal is of lower Carboniferous (Mississippian) age, and ranges in rank from semi-bituminous to semi-anthracite. The beds are tilted and the area of workable coal is comparatively small.

The Richmond basin is a small field that lies only a few miles west of Richmond, and the most attractive feature of the coal is that it is more than 100 miles nearer the coast than that of the Appalachian region. The coal belongs to the Newark group of Triassic age and is a coking coal, but at many places it has been altered to anthracite or natural coke by the heat of molten igneous rock that has cut through it and formed dikes. The coal has long been mined.

Technical Paper 365 is the seventh in a series prepared by the Bureau of Mines containing information in regard to the characteristics of the coals mined in the different states. Previously issued papers in this series relate to the coals of Kentucky, Ohio, Utah, Alabama, Iowa and Pennsylvania, the last named being published by the Pennsylvania State Topographic and Geologic Survey, Harrisburg, Pa.

The Board of Education of Huntington Independent District, Huntington, W. Va., has sold \$272,000 of school bonds to Otis & Co., Cleveland, Ohio, at a premium of \$109, the bonds to bear an interest rate of 4½ per cent.



# Success Based on the "Satisfied Customer."

## RAPID DEVELOPMENT OF CONCRETE PIPE MAKING AN ILLUSTRATION OF ENERGY AND INITIATIVE.

By JUDGE ROBERT P. WILLIAMS, Knoxville, Tenn.

"Large oaks from little acorns grow" is an old saying, but one that is true of the Shearman Concrete & Tile Co. of Knoxville, owned by A. N. Shearman, which recently sold for \$2,000,000. How did Shearman win? By hard work and giving to his customers pipe that would stand the test. His life was not a flowery bed of ease. Almost alone he made the fight that made his plants known all over the United States.

Well do I remember back in 1904, when I was a reporter on the Knoxville Sentinel, I had met Shearman as a delegate to the Democratic State Convention and we became good friends. During that time the counties were building water-bound macadam roads, and the cities had started paving their streets with asphalt and other permanent paving materials. The writer was elected a member of the County Court of Knox County and, working on a progressive paper, was advocating good roads and good streets. Going over the roads, and writing stories about the paving, I soon learned a fact that many officials have taken years to learn—that drainage is the life of the road.

After weeks of hard work I dropped into the lobby of the old Hotel Imperial, now the Farragut Hotel, to see what I could pick up for early copy. There I met my friend, Steve Shearman. In our conversation we naturally drifted into talk of road and street improvements. I told him what I thought of such things, not dreaming that he was manufacturing a concrete pipe that would afterward become famous. He said:

"For three years I have been quietly manufacturing a concrete pipe in Athens." He owned a hardware store, farm and a country newspaper in the little town of Athens, which is about sixty miles from Knoxville. Shearman further said: "I have made a test of this pipe for three years and it has stood the test. I am of the opinion that I should take some steps to put it on the market."

He said to me: "Can you come down to Athens Sunday and let me show you what I have, and then, if you will, I want you to write a story about what you see and run it in your paper each day for a week, and I will pay the regular advertising rates for the space used, and the word 'advertisement' can be printed beneath the story."

I agreed, and Sunday afternoon he met me at the station at Athens. We first inspected his plant. It was a little shed, and consisted of small equipment for mixing the concrete and a carload of chats from Mascot, and cement and other material. From there we went out into the country where the pipe had been placed under the dirt roads. It had stood the test only a few inches under ground. I was convinced that concrete pipe was the kind to put down, unless one wanted to replace it every few years. I gathered what data I desired, returned to my home Sunday night, and wrote my first story on concrete pipe and why Shearman's concrete pipe was the best. For six days I had a different story on the use of concrete pipe.

Mr. Shearman came to Knoxville soon afterward and stated that he had received inquiries about concrete pipe. He asked me if it would be all right to write six more stories along the same line, he to pay the regular advertising rate for them. In the stories I suggested that this plant would probably locate in Knoxville. Discussing the moving of his Athens' plant, or the opening of one in Knoxville, I pointed out that the chat used was made only 12 miles east of Knox-

ville, and that a switch engine would bring him as many cars a day as needed at a much cheaper rate than he could get it delivered to Athens. This little campaign started the ball to rolling.

In 1916 Mr. Shearman met me on the street and said: "Well, I have decided to locate a plant in Knoxville, and all I want is assistance in finding a place to locate it. I am not selling any stock or asking any favors other than the good will of the people if the product merits it."

I rushed him to the Chamber of Commerce, told the secretary what we were after, and he replied that he would look into it. I called again, and the secretary said he did not believe there was much in the proposition, and passed it up. But Shearman had faith, and went out and purchased the ground for his plant. Time and time again he said to me: "If I can only get the powers that be to see the real merit of the concrete pipe, it will win, and the day is coming when only concrete pipe will be used wherever there is heavy travel. You will see the railroads place it under their tracks. Then the county and city officials will realize its worth."

Shearman, in his modest way, attended all the big lettings over the country and, without any flush or flurry, in a simple manner presented the merits of his pipe. In fact, he succeeded in establishing a market for it outside of the state before Knoxville and Knox county adopted it. During the war he operated his plant day and night, and shipped not carloads, but train loads of pipe. At one time he sent a large shipment for Government use where there was a pressing need of pipe for permanent drainage. The demand for concrete pipe grew to such an extent that his business spread over the South and it became necessary to increase his plant. Being a business man, he figured on freight rates, and ended by building other plants in different states, the first in Little Rock, Ark., and 10 others in the following cities: Norfolk, Va.; Atlanta, Ga.; Jacksonville, Lakeworth, Bonbow, Manatee, Clearwater and Tampa, Fla.; Dallas, Texas, and Montgomery, Alabama.

Shearman's slogan in business was, "The customer satisfied," and he carried it out to the letter. In his biddings he would make this provision: "If my pipe is not what I recommend it to be, it will not cost you one penny."

He has recently sold his holdings in the plants in the Southeast, but it is quite likely we will see him again in active business in the Far West or on the Pacific slope. Shearman's concrete pipe was made by Honest Steve Shearman, who believes in honesty in business; also that merchandise should never be sold just for the sake of a sale, but that the purchaser should be so satisfied with his buy that he will become a customer for life.

### Secures Power Line and Exempts Industries.

Senola, Ga.—A franchise has been granted the Georgia Railway & Power Co., Atlanta, by the city of Senola for a power line here, and it is understood that the company plans to begin immediately a line to link this city with its system. Construction of the line will enable mill and factory interests to locate at Senola, with assurance that adequate electrical power will be available. The city is already supplied with excellent railroad facilities. Coweta county, in which Senola is situated, has recently decided to exempt mills from taxation for a period of five years.

## THE IRON AND STEEL SITUATION

### No Significant Change in Steel Trade.

Pittsburgh, April 19—[Special.]—There is no change of particular consequence in the steel market situation. In the aggregate there has been a little decline in orders thus far this month compared with the March rate, but the March rate was exceptionally high in a period of exceptionally high demand. The consumption of steel in the past five months has been far above any other record in five consecutive months, for even the production made a new five-month record, by 5.2 per cent, and in past periods of particularly heavy production there was accumulation of steel, the production exceeding the consumption, while this time there seems to have been an even balance, there being no indications that any stocks of consequence exist even now.

The very heavy aggregate of steel consumption is the more remarkable from the fact that individual lines of consumption formerly considered the chief support of the steel industry do not stand out prominently. Total production of steel is running more than double the production in 1906, but rail production is only about three-fourths as large. Freight-car building has been taking less than 5 per cent of the steel production. Even the automobile industry, while important in its way, is certainly absorbing much less than 10 per cent of the steel. The lines of consumption, in other words, have become very widespread.

Buying of merchant pipe and merchant bars has been running slightly heavier this month than last, while in several other lines a slight decrease has occurred. The aggregate is still very large. As the buying represents immediate requirements, and consumption rarely decreases with any rapidity, there is a practical certainty that even if steel demand does decrease in future months it will not decrease rapidly. At various times in the past steel demand has slumped, but that was when there had been forward buying and buyers had stocks.

The agricultural-implement industry continues to run at a high rate, and its buying keeps up. The automobile trade is tapering off a trifle, but is still buying at above its average rate, as it is still in the most active season of the year. Buying of sheets in the West has been adversely affected by a run of very bad weather.

In the tinplate trade production and shipments keep up at their high rate, but the pressure for deliveries that sometimes develops this month is quite lacking. The very late planting season removes anxiety on the part of consumers.

Fabricated structural steel lettings reported last week totaled 28,000 tons, or a trifle below the average. The lettings have run considerably heavier since March 1 than in January and February, and the general average since January 1 is above the average in any previous year except last year.

The Pennsylvania Railroad has ordered 2000 automobile-box cars and the Burlington 500 hopper cars, making 2500 cars for the week, while in four preceding weeks the total was only 3000 cars. Since November 1 about 57,000 freight cars have been bought. The orders are being filled very leisurely and the volume of buying from week to week has no perceptible influence upon rolling requirements of the steel mills.

There has been a moderate volume of foundry pig-iron buying in the Pittsburgh-valley district since the recent break in price from \$20.50 to \$19, valley. Evidently buyers did not have any accumulating of buying spirit awaiting the price readjustment. The Standard Sanitary Manufacturing Company has bought 5000 tons additional for its Pittsburgh district plants, making 10,000 tons for the quarter, an unusually small tonnage, as some iron is left over from first-quarter

contracts. Various other consumers have bought lots of a few hundred tons at a time.

Connellsville coke has been extremely dull, and is slightly easier, at barely more than \$3 for furnace coks and \$4.25 to \$4.75 for standard grade foundry coke.

Heavy melting steel scrap is off 50 cents, making \$2 to \$2.50 decline since early in January.

### Confidence Prevails in Birmingham District.

Birmingham, Ala., April 19—[Special.]—A quiet market does not disturb the confidence of the furnace interests in Alabama. There is much pig-iron due on existing contracts and the melters are asking for steady delivery. The report that one of the larger melters had purchased some foreign pig-iron and would land the first tonnage on the order of upwards of 10,000 tons in the next few days has also had very little effect on the strong feeling in this section. The furnace interests here have seen no reason to recede from the firm quotation of \$22 per ton, No. 2 foundry, and, while but few sales have been made lately, there are indications still that in the very near future there will be need for a large tonnage.

Several of the interests melting pig-iron report quiet conditions; in some instances there is lagging in production. The cast-iron pressure-pipe interests are operating plants to capacity and next month will increase the output. The soil-pipe and fittings producers are also waiting until the little quiet spell passes. Cessation of development plans in Florida did not disturb this market to any great extent, as there is belief much work is to be done in that state yet.

No plans are intimated which may provide for the blowing out of blast furnaces. The production of iron can hardly be increased to any extent for the time being in this state. The foundry iron surplus is not of any consequence and it is hardly believed that there will be any curtailment of production until absolutely necessary.

Thirteen blast furnaces are still making foundry iron, ten are on basic and one on ferro-manganese. The steel market here is very strong; in fact, the open-hearth furnaces in shape are being kept busy and the finishing mills and fabricating shops are running at about capacity. Kirkman O'Neal, at the head of the Southern Steel Works Company, structural steel fabricators, states that there is still an urgent demand and the prospects for the future are very bright. The tank-making shops of the district have recently been kept busy and the demand is still good. Wire and nails, rail and railroad accessories are in splendid demand. The sheet and plate mills of the Corporation are making their respective products practically to capacity.

During the past week the first shipment on a movement of nearly 6000 tons of rail and accessories for export was made via the Warrior River barge service of the Government. This movement will be completed within three weeks.

Development in the district, projects heretofore announced, are being pushed right along. Much material is being used. The Southern Steel & Rolling Mill, Inc., will have several weeks' production on orders just received for reinforced concrete bars. Other of the smaller industries employing steel in their daily operation are enjoying good demand.

The two blast furnaces being erected by the Tennessee Coal, Iron & Railroad Co. at Fairfield, which will have a daily output of 600 tons each, the first new iron-makers built in this district in the last 17 years, will be completed about the end of the year. Shortly thereafter the four open-hearth furnaces for steel making, also located in Fairfield, will be finished and placed in operation.

The No. 2 blast furnace of the Woodward Iron Company



is being rebuilt and will be finished in June or July, it is believed. This company still has four furnaces in operation and is filling contracts steadily.

Nothing official has been given out here as to negotiations looking to a merger of the National Cast Iron Pipe Co., Birmingham, and the Glamorgan and Lynchburg companies at Lynchburg. These reports have been in circulation for some time. The National Cast Iron Pipe Co. has been going well for several years; has the right to manufacture DeLavaud centrifugal pipe.

Coal-mining activities have shown but little deflection, everything considered. The warm weather is affecting the coal demand at home, but for several weeks yet there will be more or less of this fuel used in other sections. Production is being maintained around 400,000 tons per week. The coke market is steady, with quotations at \$5.50 per ton, foundry coke. By-product coke ovens are in steady operation and shipment of the product is in various directions.

Scrap iron and steel is lagging, new business being placed spasmodically and in small quantities. The quotations remain weak. Heavy melting steel is being held at \$13 per ton. There is but little cancellation of business placed some time back.

N. L. Van Tol has been appointed general superintendent of the Fairfield Car Works, vice R. R. Baxter, promoted to assistant to the vice-president, H. C. Ryding, and Will E. Brooks is promoted to the position of assistant general superintendent of the car works.

#### PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$22.00 to \$23.00; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$22.50 to \$23.50; iron of 2.75 to 3.25 per cent silicon, \$23.00 to \$24.00; iron of 3.25 to 3.75 per cent silicon, \$23.50 to \$24.50; iron of 3.75 to 4.25 per cent silicon, \$24.00 to \$25.00; charcoal iron, f. o. b. furnaces, \$30.00 to \$32.00.

#### OLD MATERIAL.

Old steel axles.....	\$18.00 to \$19.00
Old iron axles.....	18.00 to 18.50
Old steel rails.....	14.00 to 15.00
Heavy melting steel.....	13.00 to 14.00
No. 1 cast.....	17.00 to 18.00
Stove plate.....	14.00 to 14.50
No. 1 railroad wrought.....	12.00 to 13.00
Old car wheels.....	16.00 to 16.50
Old tramcar wheels.....	17.00 to 17.50
Machine shop turnings.....	8.00 to 8.50
Cast iron borings.....	8.00 to 9.00
Cast iron borings, (Chem.).....	15.50 to 16.50

### Atlantic Coast Line's Big Year—1925.

A statement of revenues and earnings of the Atlantic Coast Line Railroad Co. for the year 1925 shows operating revenues, \$93,997,697, which compares with \$81,785,921 in 1924; operating expenses, \$64,966,121; 1924, \$60,335,126; net operating revenues, \$29,031,576; 1924, \$21,450,795; net operating income, \$20,184,559; 1924, \$15,179,185; total income, \$25,803,841; 1924, \$20,578,749; net income, \$18,483,142; 1924, \$13,275,485; surplus after dividends, \$12,300,549; 1924, \$7,779,114.

The Atlanta, Birmingham & Atlantic Railway, which is to be acquired by the Coast Line according to negotiations concluded in February, will be taken over by the Atlanta, Birmingham & Coast Railroad Co., which has been organized for the purpose. A report from New York says that the bonds of the old company will be exchanged for new preferred stock, \$100 face value of shares being given for each \$100 face value of the bonds.

### Dallas Railway to Spend \$1,450,000.

The Dallas Railway Company, Dallas, Texas, has adopted the Everman Plan No. 4 for improving the street railway facilities in that city, and it will spend \$1,450,000 for extensive improvements and replacements. Under the plan the company has been authorized to charge 7 cents cash fare, but five tokens will be sold for 30 cents, making a token fare rate of 6 cents, children under 12 years of age to pay 3 cents and students' tickets will be sold at the rate of forty for \$1.20.

## RAILROADS

### LOUISVILLE & NASHVILLE RAILROAD YEAR.

#### Large Sums Spent During 1925 to Improve Lines and Give Them Greater Capacity.

During the year 1925 a great deal of construction work was done by the Louisville & Nashville Railroad for the improvement of its lines, according to the annual report just published. The great bridges at Rigolets and Chef Menteur, La., respectively, were completed and have been placed in use; they are an important addition to the facilities on the main line to and from New Orleans. The new yard and engine facilities at Gentilly, La., have also been completed and put in service.

In Kentucky the work of double-tracking 40 miles of line between Wallsend and Harlan has been completed, as was double track and reduction of grades on 18¼ miles of line from Fort Estill Junction to Conway. The double track between Patio and the Junction, 23½ miles, including the building of a new bridge over the Kentucky River at Ford, the construction of three tunnels and the elimination of three tunnels, is proceeding and is to be finished early in 1927. The elimination of some bridges and the reconstruction of others on the line from Louisville to Nashville is being pushed. At Muldraugh's Hill a double-track cut was authorized instead of a tunnel. All fills are being made wide enough for two tracks. Other bridges, including that over the Tennessee River, were improved to carry heavier engines, and the new passenger station at Bowling Green, Ky., was completed.

Automatic block signals were installed from Louisville, Ky., to Montfort, Tenn., and they are being installed between Mobile, Ala., and New Orleans. The company now has nearly 1100 miles of line protected by these signals. In addition to this signal work, the company has completed the installation of automatic train-control apparatus between Corbin, Ky., and Etowah, Tenn., and last month the Interstate Commerce Commission approved the company's application for authority to install train control between Mobile and New Orleans, instead of between Louisville and Birmingham, because of the complicated physical features on the line between the two latter points and the very heavy expense which would be required there.

Group insurance has been arranged for the employees of the company, and it is stated that over 86 per cent of them, or more than 44,000 persons, have availed themselves of its advantages since its adoption July 1 last. The management agreed to contribute substantially toward the payment of the premium, so that the cost to employees will be as low as possible.

The income statement shows that the railway operating revenues of the Louisville & Nashville Railroad Co. during 1925 totaled \$142,244,307.02, an increase of \$6,738,730.16 as compared with 1924; railway operating expenses were \$108,402,256.23, an increase of \$1,275,359.21, and net railway operating revenues were \$33,842,050.79, an increase of \$5,463,270.95. Net railway operating income was \$26,938,618.71, an increase of \$4,647,244.60, and gross income was \$30,158,123.34, an increase of \$4,850,497.41. Net income was \$18,700,710.86, an increase of \$4,567,917.28.

The balance to the credit of the profit and loss account at the end of 1925 was \$59,143,935.91, which compares with \$47,487,546.08 at the end of 1924.

Further particulars concerning the report will be found elsewhere in this issue.

## SOUTHERN PACIFIC LINES PROSPEROUS. Gratifying Net Results Notwithstanding Some Unfavorable Conditions of Traffic.

The forty-second annual report of the Southern Pacific Lines and affiliated companies shows that the management is still awaiting a reply from the Interstate Commerce Commission concerning the application for authority to build an extension of the San Antonio & Aransas Pass Railway into the valley of the Rio Grande in Texas. The proposition is to build from the present terminus of the Falfurrias Branch in a generally southern direction to the Mexican boundary line, a distance of about 85 miles, together with a branch from Edinburg to Harlingen, Texas, about 35 miles. The acquisition of control of the railway was approved by the Commission a year ago, and the projected development is expected to result in increased traffic as well as greater service to the public.

Construction of the extension of the company's line in Mexico from Tepic to La Quemada, which parallels the west coast of that country, is proceeding steadily, but the tunnel work has been somewhat retarded by meeting unexpected physical conditions, which have necessitated the use of more concrete lining. This line will be 102½ miles long and will connect up with the National Railways of Mexico, making a new through line to Mexico City via Guadalajara. A total of very nearly 82 miles had been completed at the end of 1925 and the remaining 21 miles are expected to be finished by January next.

Chairman Henry W. DeForest of the executive committee says, concerning traffic results: "The decrease in freight traffic on the Texas and Louisiana lines was due principally to the severe and unprecedented drouth which extended over about 2000 miles of the Texas lines, curtailing the production of cotton and its by-products, and of corn, wheat, oats and other agricultural products. It is estimated that the loss in freight revenue from this cause was about \$3,500,000.

"On the Pacific lines a decrease in shipments of citrus fruit in the first part of the year, due to frosts in the winter of 1924-25, was overcome by increased revenues from automobiles, lumber and mineral oils, and by the summer and fall movement of products such as grapes, lettuce, deciduous fruits and vegetables moving to Eastern markets in refrigerator cars, the result being an increase in freight revenue as compared with 1924 of \$7,238,820. Much of this traffic moved in a few peak months of the year, severely taxing our facilities. Notwithstanding this condition, it is gratifying that by intensive use of available rolling stock we were able to handle this traffic without serious car shortage and with the usual dispatch. With the exception of the decrease noted in the movement of citrus fruit, freight traffic generally showed a gratifying improvement, which from present indications will continue through 1926.

"Passenger revenue decreased \$2,717,315. On the Texas and Louisiana lines the decrease amounted to about \$1,000,000, all of which represents a loss in total traffic, due to reduction in travel resulting from the unfavorable crop and business conditions caused by the drouth in Texas and to increased automobile competition. On the Pacific lines a decrease of approximately \$2,800,000, due to increased use of automobiles (both commercial and private), and to an unusual winter travel to Florida, temporarily diverting business which would otherwise have gone to California, was partially offset by an increase of about \$1,000,000, due to an increase in summer-excursion travel and increased travel to conventions and local celebrations."

The income account shows railway operating revenues for 1925, \$293,074,553; increase, 6.22 per cent; railway operating expenses, \$215,609,318; increase, 6.18 per cent; net revenue

from railway operations, \$77,465,235; increase, 6.33 per cent; net railway operating income, \$50,313,759; increase, 4.60 per cent; gross income, \$62,613,202; increase, 5.78 per cent; net income, \$35,657,410; income balance to credit of profit and loss, \$34,297,965. Total assets, \$2,147,365,134; increase, \$97,496,515, as compared with 1924.

Particulars concerning the report will be found elsewhere in this issue.

## INDIANTOWN, FLA., TO BE A CITY.

### It Will Be Environed by 26,000 Acres of Agricultural Development, With Many Small Farms.

In the opinion of men familiar with general conditions in Florida, the recent purchase of 10,000 acres of land contiguous to the St. Lucie Canal, east of Indiantown, which is on the line of the Seaboard Air Line Railway to West Palm Beach, will be a force of great potency looking to a broad development of agriculture and other industry throughout the state. Arthur Brisbane of New York, and interests associated with him, acquired the tract at \$80 per acre from the Land Company of Florida, the stock of which is largely owned by the holders of securities of the Florida Western & Northern Railroad Co., who bought the bonds of that company when it was organized for the purpose of constructing the Seaboard extension of 204 miles that put the system in actual touch with the eastern coast of Florida and opened the way for a further extension to Miami, which is now under way.

President S. Davies Warfield of the Seaboard, in discussing the subject of this development, said: "This is the outcome of a personal visit by Mr. Brisbane, who two years ago spent two days with me looking at Florida lands from an automobile. He perceived the advantages of the country and was so impressed that he expressed the wish to buy enough land to comprehensively demonstrate them as a home for agriculturists, not only because of the extraordinary fertility of the soil but also by reason of the superior climate. He will establish a farm for demonstration purposes on the tract and it will be under the direct supervision of the Seaboard Air Line's development department. In addition to this, the Land Company of Florida will lay out another 10,000 acres of its lands contiguous to those bought by Mr. Brisbane, and the two developments will be made simultaneously with the development of Indiantown as a divisional headquarters of the Seaboard. Another development is that of the Phipps interests, which will cover approximately 6000 acres of land, having an extensive frontage on Lake Okeechobee, at the head of the St. Lucie Canal. This development will extend about three miles eastward along the canal and on both sides of it within nine miles of Indiantown and adjacent to the property of the Land Company of Florida. The Brisbane tract is within seven miles of Indiantown and nine miles from St. Lucie Inlet, on the Atlantic Ocean side.

"This territory," continued Mr. Warfield, "offers attractive residence and marketing inducements which will follow the creation of railroad facilities at Indiantown, including an engine terminal, with roundhouse, railroad shops, a pre-cooling plant and division offices. Near by and contiguous to the town are some of the most productive lands in Florida, which will be laid out in farms ranging from 5 to 40 acres in size and suitable for market gardening, with drainage assured by their proximity to the canal, which is one of the largest drainage operations in the country; and as the ocean is on one side of this section and the large Lake Okeechobee on the other, it is immune from frost, yet it has temperature several degrees cooler than surrounding country. There is another great advantage in the fact that the St. Lucie Canal is navigable, forming a part of the Florida waterway system through which a motorboat can travel 150 miles, reaching



the west coast of the state, as well as Miami and other places on the east coast.

"As to the agricultural and pomological possibilities, all sorts of vegetables, besides citrus fruits and tropical fruits, can be produced in abundance. Fishing and other water diversions and enterprises may also be successfully followed in this region, which is only 32 miles from the Palm Beaches and 28 miles from Okeechobee City.

"In addition to the sale of the large tract of land to Mr. Brisbane, and the immediate development of Indiantown, farms of ten acres each are now being laid out on the properties of the Investment & Securities Co. of Florida on the western coast of the state.

"This beginning of comprehensive freight and passenger traffic production on both coasts of Florida on tracts owned by interests allied with the Seaboard System marks an advanced movement for the upbuilding of its lines throughout the state. The work to be done at Indiantown will be extensive. It has admirable advantages for the building of a city, is healthy, cool and accessible. The Seaboard Building Association will be organized there to encourage the erection of homes, and besides the railroad buildings mentioned there will be a division hospital having resident physicians, a Young Men's Christian Association building, with an athletic club, a library and a moving-picture theater, besides a school house and churches. The building of houses of moderate cost will be encouraged."

### No Halt in the Big Freight Traffic.

The volume of freight traffic handled by the Class 1 railroads in February amounted to 35,414,324,000 net ton-miles, according to reports filed by the roads with the Bureau of Railway Economics. This was the second greatest February for freight traffic on record, having only been exceeded once, that in February, 1924, when traffic was 1.6 per cent greater.

The total for February, 1926, was an increase of 1,844,803,000 net ton-miles, or 5.5 per cent above February last year. In the Eastern district freight traffic showed an increase of 5.7 per cent over the same month last year, while in the Southern district it was an increase of 12.5 per cent. The Western district showed an increase of 2.2 per cent.

During the first two months this year the volume of freight moved by the Class 1 railroads of this country amounted to 73,097,002,000 net ton-miles, the greatest for any corresponding period on record. This exceeded by 2,491,747,000 net ton-miles, or 3.5 per cent, the previous high record made during the first two months in 1925. The volume of freight moved in the Eastern district during January and February this year was an increase of 4.2 per cent over the corresponding period last year, while there was an increase of 12.4 per cent in the Southern district. The Western district reported a decrease of 1 per cent.

Loading of revenue freight for the week ended on April 3 totaled 928,092 cars, according to reports filed by the railroads with the Car Service Division of the American Railway Association. This was an increase of 4692 cars compared with the corresponding week last year and 66,102 cars over the corresponding week in 1924. Compared with the preceding week, however, the total was a decrease of 39,746 cars. From January 1 to April 3 there were 12,913,690 cars laden with revenue freight, which compares with 12,705,809 cars loaded in the corresponding period last year and with 12,450,001 cars in the same period of 1924.

"During the year 1925 there were handled on the trains of the Southern Railway system a total of 13,461,537 passengers," says a statement of the company, "and of these the only person to lose his life was an employee, not on duty, who was not riding in the space provided for passengers."

## BIG GROWTH OF INDUSTRIES ON THE SOUTHERN RAILWAY.

### President Fairfax Harrison Says Outlook Is Good for Continued Advancement.

There were 260 new traffic-producing industries established last year on lines of the Southern Railway Company throughout the South and 230 existing industrial establishments, in addition to these, were enlarged.

"The outlook is favorable for a continuation of this expansion during the coming year," says President Fairfax Harrison in the annual report for 1925. "More important projects are under way or in contemplation, among which may be mentioned plans for substantial increase in the steel-making capacity of the furnaces in the Birmingham district and the production on a large scale of rayon, which is now used extensively in the South's textile factories."

President Harrison also observes that agricultural progress continues abreast with manufacturing growth, this being evidenced by data showing the advancement of farming enterprises. For instance, traffic on the Southern Railway composed of grain, grain products and hay increased 68 per cent in the 20 years from 1905 to 1925, the volume last year being 1,995,000 tons; cotton traffic increased 25 per cent, fruits and vegetables made the great growth of 196 per cent in the same period, unmanufactured tobacco 189 per cent and agricultural implements 134 per cent. Livestock traffic increased 49 per cent and fertilizer traffic 80 per cent.

An inset chart accompanying the report is also remarked upon by President Harrison. It indicates the central-power plants, both hydro-electric and steam; the transmission lines, the coal areas and the power-using textile machinery in the traffic territory served by the Southern Railway system lines, and he quotes approvingly from a business review published by the American Exchange-Pacific National Bank of New York city, which says: "The magic wand of hard work is rapidly building an empire within an empire in the South. Industry is taking its place alongside agriculture, thus rounding out an economic structure that has few equals in the world. To the visitor able to look at the new South against the background of the old the changes that have taken place seem actually to have been wrought by magic. But the magic has been the magic of hard work applied to natural resources such as are vouchsafed to few peoples. There is hardly an enterprise known to modern industry that is not represented in the great workshop of the new South. \* \* \* But with all this industrial development the South is still predominantly agricultural. Its cotton fields, its peanuts, its potatoes, its fruits, its wheat and corn, its cattle and its forage make the South the land of the truly blessed."

At the outset of the report Mr. Harrison, after remarking that the year was one of sound prosperity for the entire South, a prosperity contributed to and shared by the Southern Railway Company, says that the remainder of the company's income over fixed charges amounted to \$22,579,172, which is equivalent to more than 16¼ per cent on the common stock after providing for the dividend on the preferred stock, and that this compares with over 12¼ per cent in 1924. The gross operating revenue was \$149,313,892, an increase of \$6,827,378, or over 4½ per cent. Operating expenses increased only a little more than 1 per cent, but the net income from operation after paying operating expenses, taxes and equipment and joint facility rentals was \$35,086,021, an increase of 15¼ per cent over 1924. The ratio of operating expenses to gross revenue was 69.53 per cent, which compares with 72.06 per cent in the preceding year. Total assets of the company at the close of 1925 were \$638,378,175, an increase of \$12,909,452 during the year.

Elsewhere in this issue will be found detailed information.

## GOOD ROADS AND STREETS

### Louisiana Asks Bids on Roads and Bridges.

Baton Rouge, La.—Sealed bids will be received until April 27 by the Louisiana Highway Commission for five road projects and until April 29 for the construction of a bridge. On the former date bids will be received for the following: Furnishing approximately 10,222 cubic yards of washed and screened gravel for surfacing a section of road in Pointe Coupee parish, on the Torras-Innis highway; for building gravel road of 4.943 miles on the Livonia-Opelousas highway in the same parish; constructing grade and drainage structures on 7.07 miles of the Franklinton-Covington highway in Washington parish; constructing roadway embankment on 5.1 miles of the Hammond-New Orleans highway in St. John the Baptist and St. Charles parishes, and for building 5.21 miles of gravel or shell road on the Lake Charles-Lake Arthur highway in Jefferson Davis parish.

The proposed bridge will be constructed over Leathermans Creek, on the Arcadia-Homer highway, in Claiborne parish, and will consist of an 80-foot low-riveted truss span with concrete floor and abutments. W. B. Robert is the state highway engineer.

### Virginia Highway Commission Allocates \$1,750,000.

Richmond, Va.—Tentative allocations of \$1,750,000 have been made by the Virginia State Highway Commission, funds having been apportioned to eight districts, including the following, with amounts for each: Bristol district, \$220,500; Salem, \$245,525; Lynchburg, \$219,800; Staunton, \$224,000; Culpeper, \$198,100; Fredericksburg, \$128,450; Richmond, \$256,550, and Suffolk district, \$257,075. Public hearing on these allocations will be held on May 5 at Roanoke for the Bristol and Salem districts, on May 6 at Staunton for Lynchburg, Staunton and Culpeper districts, and on May 7 at Richmond for the Fredericksburg, Richmond and Suffolk districts.

### Missouri to Let 85 Miles of Paving.

Jefferson City, Mo.—Contracts will probably be let on April 30 by the State Highway Commission for road construction, to include approximately 85 miles of concrete, graded earth work and gravel surfacing. Proposed concrete roads include 7 miles in Ralls county; two projects of 8 miles each in Pike; 6 miles in St. Charles; project in Franklin county, a portion to be of gravel; 7 miles in Linn county; 10 miles in Randolph; 3 miles in Pettis; 12 miles in Bates; project in Vernon; project in Saline, including two sections of gravel; project in Boone, and a bridge project with gravel approaches in Oregon county.

### North Carolina Counties Sell Bonds.

Wilson, N. C.—A Wilson county issue of \$625,000 of 4½ per cent bonds has been sold to C. W. McNear & Co., Chicago, at a price of 101.95. The bonds mature serially from 1931 to 1955, proceeds from the sale to be used for road construction.

Martin County Commissioners, Williamston, have also sold bonds in the amount of \$175,000 for the construction of roads and bridges. They were purchased by Prudden & Co., Toledo, Ohio, at 104.91, and will bear an interest rate of 5 per cent. Maturities will be serially from 1929 to 1955.

Oconee County Commissioners, Walhalla, S. C., have sold \$400,000 of highway notes to Walter, Woody & Heimerdinger, Cincinnati, Ohio, at a premium of \$1680, the notes to bear an interest rate of 5 per cent and payable annually over a period of six years.

### Maryland Road Contracts.

The State Roads Commission, Baltimore, has awarded contracts approximating \$300,000 for road construction covering a total of more than 22 miles of concrete, including 5.33 miles of shoulder in Montgomery county and 7.33 miles in Baltimore county. Other work includes 2.69 miles in Howard county, .91 mile in Anne Arundel, 1 mile in Queen Anne's, .95 mile in Caroline and 1.7 miles in Somerset county.

### To Promote Mobile Bay Boulevard.

Discussing the recent organization and proposed plans of the Eastern Shore Boulevard Association, William McIntosh, president of the Mobile Steel Co., Mobile, Ala., who is also president of the association, states that its purpose is to promote as far as possible the construction of a boulevard down the eastern shore of Mobile Bay. The boulevard would extend from the new bridgehead to the Gulf of Mexico and connect with Florida.

### Texas Asks Bids on 45 Miles.

Burnet, Texas.—Sealed proposals will be received until April 29 at the office of R. J. Hank, state highway engineer, Austin, for grading and drainage structures on 45 miles of road in Burnet county, between Briggs and Lampasas. Detailed plans and specifications may be seen for examination and information obtained at the office of the division engineer at 722 Congress avenue, Austin, and at the office of the State Highway Department.

### Oklahoma County Sells \$900,000 of Bonds.

Perry, Okla.—Noble County Commissioners have sold a bond issue of \$900,000 to R. J. Edwards, Inc., Oklahoma City, at a premium of \$13,500 and accrued interest, making a total of approximately \$945,000. The issue was voted to pave main roads of the county, being matched by Federal funds. Following a decision in the District Court sustaining the bonds, the issue is now before the Supreme Court for final action.

### 18 Miles in Maryland.

Proposals have been invited by the State Roads Commission, Baltimore, for more than 18 miles of road work, bids to be received until April 27. Among the proposed roads is a section of .42 mile of concrete in Garrett county, .23 mile in Frederick and 1 mile in Wicomico, 2.1 miles of grading and drainage in Garrett, .54 mile of macadam resurfacing in Frederick, 1.5 miles of gravel in Calvert, 4.1 miles of concrete shoulders in Montgomery, 5.6 miles in Harford and 3.4 miles in Cecil county. Plans and specifications may be obtained from the State Roads Commission.

### Road Paving Plans in Fulton County, Georgia.

Atlanta, Ga.—According to an announcement by Virlyn B. Moore, chairman of the Fulton County Commission, work has been started on widening and paving Howell Mill road from Collier road to the Chattahoochee River, a distance of six miles, at a cost of approximately \$500,000. The commission is also considering paving North Side drive from Luckie street to the river. This project will cover a distance of nine miles and will also cost about \$500,000, including the construction of an underpass beneath the Southern Railway tracks and a bridge over Peachtree Creek. Another project being considered embraces a concrete pavement on Marietta road from the stockyards to Inman yards, a distance of two miles, to cost about \$50,000.



## TEXTILE

### Incorporates in Alabama—To Remove Plant From New York.

Gadsden, Ala.—With an authorized capital stock of \$600,000, the Sauquoit Spinning Company of Alabama has incorporated for the purpose of establishing and operating a 20,000-spindle mill here. As previously detailed in the MANUFACTURERS RECORD, this company will remove its plant from Capron, near Utica, N. Y., and will operate its Gadsden mill for the production of cotton yarns and other products. A site has been secured here for the proposed plant and contract has been awarded to the A. K. Adams Co., Atlanta, for the erection of a 2-story spinning mill, 400 by 103 feet; 2-story picker building; ageing room and boiler house. A battery of warehouses is also being erected, using standard 50 by 100-foot sections. Mechanical equipment, such as heating, sprinkling and fire protection, will be awarded within a few weeks. Robert & Co., Inc., of Atlanta are the architects and engineers.

Officers of the Sauquoit Company include Otto Agricola, president; O. R. Hood, vice-president; A. P. Reich, treasurer; W. R. Merriman, assistant treasurer, and W. P. Gwin, secretary.

### Cliffside Mills Expending \$625,000.

A wire to the MANUFACTURERS RECORD from Cliffside Mills at Cliffside, N. C., states that the company is enlarging and remodeling its plant for the installation of 500 looms to manufacture terry towels, and will erect a bleachery and finishing plant. Most of the required machinery and equipment has already been purchased. J. E. Sirrine & Co., Greenville, S. C., are the engineers. The building will be erected by day labor.

Plans for the enlargement, it is said, will involve an expenditure of more than \$625,000, while machinery purchases amount to more than \$300,000. Additional machinery will be required later. A production of 40,000 towels per day is expected.

The proposed bleachery will be 200 by 60 feet, two stories, and the finishing plant 243 by 50 feet, three stories, both structures to be of brick, as are all the Cliffside buildings. The present Cliffside plant is equipped with 41,144 ring spindles, 1524 looms, dyeing, bleaching and finishing departments for the production of standard, staple and fancy ginghams. Officers of the company include Charles H. Haynes, president; Z. O. Jenkins, secretary and treasurer, and M. Hendrick, superintendent.

### Will Equip Knitting Mill at Charlotte.

Charlotte, N. C.—A knitting mill will be equipped at 1900-1904 South Boulevard, Charlotte, by the Hudson Silk Hosiery Co., Inc., for the production of 200 dozen pairs of full-fashioned silk hose per day. The company will occupy a building already erected and will employ approximately 100 workers. A. Hofmann, Inc., West New York, N. J., is the machinery contractor. Officers of the Hudson Silk Hosiery Co., Inc., capitalized at \$90,000, include F. Selfert, Charlotte, president, treasurer and manager; M. E. Pierson, Owensboro, Ky., vice-president, and F. E. Kramer, Charlotte, secretary.

F. M. Pickett, R. R. Ragan and R. H. Walker, all of High Point, N. C., have incorporated the High Point Yarn Mills, Inc., with an authorized capital stock of \$350,000.

### Houston Textile Mills Award Contracts.

The Houston Textile Mills, Houston, Texas, advise the MANUFACTURERS RECORD that contracts for additional buildings have been awarded to the G. C. Street Construction Co., Houston, while contract for machinery, other than looms, has been awarded to the Whitin Machine Works, Whitinsville, Mass. Contract for looms has been awarded to the Crompton & Knowles Loom Works, Worcester, Mass., and for motors and electrical equipment to the General Electric Co., Schenectady, N. Y.

As previously announced, the company will erect a one-story concrete extension to its plant and a two-story brick warehouse. J. E. Sirrine & Co., Greenville, S. C., are the engineers. Its present plant houses 4000 ring spindles and 100 broad looms for the production of cotton blankets. Officers of the company include Benjamin Clayton, president; W. A. Mitchell, treasurer, and Parker Tuck, superintendent.

### Work Progressing on Bowie Cotton Mill.

Bowie, Texas.—Construction is progressing on the new plant here of the Bowie Cotton Mill, and it is thought that operations will begin by July. An installation of 3000 spindles will be completed by that time, it is expected, while details will have been arranged for the installation of 2000 additional spindles before the end of the year. The mill building is 380 by 80 feet, one story, and is being erected by the Reybourn Engineering & Construction Co. of Kansas City, Mo. Production of the mill will consist of cord tire fabric. George Beveredge of Atlanta, Ga., is president of the company; E. M. Stallings, vice-president, and C. A. Pruden, secretary-treasurer, both of Bowie.

### Cumberland Hosiery Mill.

In a letter to the MANUFACTURERS RECORD, W. S. Lowe, president and general manager of the Cumberland Hosiery Mill, Cumberland, Md., advises that his company has leased a building at Mechanic and Valley streets, Cumberland, and will install machinery for the manufacture of men's and women's silk hosiery. The plant will begin with 10 split-foot Banner machines, Wright looper and Merrow sewing machine, all to be driven by electric motor. Contract for machinery has been awarded.

### Texas Cotton Ginners Elect.

Dallas, Texas.—At the closing session here of the seventeenth annual convention of the Texas Cotton Ginners' Association the following officers were elected: Henry W. Colt, Renner, president; W. Homer Shanks, Clyde, vice-president; C. B. Hunt, re-elected, secretary and treasurer, and Dr. E. B. Blalock, Marshall, reappointed director of insurance for the association.

### Improvements for Roseland Cotton Mill.

Lincolnton, N. C.—Improvements are being made at the plant here of the Roseland Cotton Mill, which are expected to increase capacity one-third. Additional machinery, including twistlers, winders and reels, will be installed. C. H. Harrell is erecting an additional building. According to Webb Durham, superintendent, the entire plant will be electrified.

The old navy-yard compress at Memphis, Tenn., recently purchased by the Union Cotton Compress & Warehouse Co., representing a merger of 12 compress firms in Tennessee, Mississippi, Arkansas and Louisiana, will be repaired and put in operation as soon as possible, the plant to have a capacity of 150,000 bales.

## LUMBER AND BUILDING MATERIALS

### Lumber Activity Increases Over Last Year.

Washington, April 15.—The National Lumber Manufacturers Association received telegraphic reports today of the status of the lumber industry for the week ended April 10 from 403 of the larger softwood and 138 of the chief hardwood mills of the country. The 386 comparatively reporting softwood mills showed some increases in production and shipments and a slight decrease in new business when compared with reports from 357 mills the previous week. In comparison with reports for the same period a year ago, gratifying increases in all three items were noted. The hardwood operations, making allowances for the fact that 15 more mills reported this week, were of about the same volume as for the immediately preceding week, except that there was evidently a marked increase in new business.

The unfilled orders of 237 Southern Pine and West Coast mills at the end of last week amounted to 763,160,687 feet, as against 752,060,956 feet for 233 mills the previous week. The 126 identical Southern Pine mills in the group showed unfilled orders of 280,034,982 feet last week, as against 283,603,248 feet for the week before. For the 111 West Coast mills the unfilled orders were 483,125,705 feet, as against 468,457,708 feet for 107 mills a week earlier.

Altogether the 386 comparatively reporting softwood mills had shipments 101 per cent and orders 96 per cent of actual production. For the Southern Pine mills these percentages were, respectively, 110 and 105, and for the West Coast mills 105 and 100.

Of the reporting mills, the 350 with an established normal production for the week of 218,048,350 feet gave actual production 107 per cent, shipments 111 per cent and orders 106 per cent thereof.

The following table compares the national softwood lumber movement as reflected by the reporting mills of eight regional associations for the three weeks indicated:

	Past Week.	Corresponding Week, 1925.	Preceding Week, 1926 (Revised).
Mills	386	382	357
Production .....	269,417,869	243,422,550	259,651,982
Shipments .....	270,841,228	259,382,084	260,663,712
Orders .....	259,356,050	243,144,908	260,372,998

The following revised figures compare the softwood lumber movement of the same eight regional associations for the first 14 weeks of 1926 with the same period of 1925:

	Production	Shipments	Orders
1926 .....	3,290,025,904	3,511,947,929	3,584,476,198
1925 .....	3,218,179,534	3,339,855,286	3,214,750,566

The Southern Cypress Manufacturers Association of New Orleans for the week ended April 13 reported from 17 mills a production of 5,641,150 feet, shipments 6,220,000 and orders 4,580,000. In comparison with reports for the previous week when three fewer mills reported, this Association showed considerable increases in all three factors.

The Southern Pine Association reports from New Orleans that for 126 mills reporting shipments were 9.94 per cent above production and orders 4.52 per cent above production and 4.94 per cent below shipments. New business taken during the week amounted to 68,726,070 feet, shipments 72,294,336 feet and production 65,755,924 feet. The normal production of these mills is 75,464,968 feet. Of the 117 mills reporting running time, 73 operated full time, 15 of the latter overtime.

The North Carolina Pine Association of Norfolk, Va., with six more mills reporting, showed large increases in all three factors.

The hardwood mills of the Northern Hemlock and Hardwood Manufacturers Association reported from 19 mills production as 4,819,000 feet, shipments 3,746,000 and orders 2,902,000.

### Film Shows Folly of "Woods Burning."

"Trees of Righteousness," a three-reel motion picture by the United States Department of Agriculture, is designed to combat the evil of "woods burning," particularly in the Ozark region. Woods burning, to "green up the woods" in the spring, has been practiced for generations in that region, with the result that woods pasture has been ruined and the existence of the forests threatened through the killing of young trees. The picture shows forcefully the folly of a practice that results in nothing but a growth of wire grass, broom sedge and oak brush.

The story of "Trees of Righteousness" concerns the efforts of a mountain preacher to convince his flock that woods burning is a prime cause of lack of prosperity among them. He points to cattle that are "walking skeletons" as proof that "greening the woods" is worse than useless.

The picture contains spectacular fire scenes, ending in the burning of a barn, as well as incidental scenes showing various picturesque details of the annual two-day picnic at Lurton, Ark., in the heart of the Ozarks.

### Colored Finish Plaster Developed.

To meet the demand for an inexpensive colored interior plaster which can be applied with the ordinary tools of the plasterer with a minimum of necessary precautions the United States Gypsum Co. has developed a colored sand-float finish plaster called Plastint. The company's announcement says:

"It is a plaster tinted with mineral pigments, which assure uniform and permanent color-tone. It requires the addition of water only on the job. It is washable with soap and water without the application of a surface-coat of size. It is made in nine colors—cream, gold, pearl, buff, gray, tan, blue, green, rose and white.

"Shipped in 80-pound paper bags, its coverage is from 175 to 200 square yards per ton. Rough, medium or smooth float finishes may be produced by the use of cork, wood, carpet or felt floats. Because of its all-mineral composition and the even diffusion of pigment obtained by factory-mixing, it eliminates the danger of uneven colors which confront plasterers using job-mixed colored materials.

"To prepare a wall or ceiling for Plastint, the usual plastering grounds are used, and the base-coats are brought to 1/8 to 1/16 inch of the grounds. The base-coats are broomed thoroughly after darbying to provide a strong mechanical bond with the finish coat. The colored finish is applied 12 to 24 hours after application of the base-coat, while the latter is 'half-green.' If the base has become bone-dry, it should be thoroughly wetted. Only a little water is used in floating.

"Ten quarts of water are mixed with each bag of the colored plaster. It is allowed to soak 10 to 20 minutes, and then is hoed to a creamy consistency and troweled on. A stiffening action starts about two hours after application, and the set is complete in seven hours. Care should be taken to avoid retempering after the material has started to set."

### New Texas Association Organized.

San Antonio, Texas.—At a recent meeting here of managers of string or chain lumber yards, the Texas Line Yard Retail Lumber Dealers' Association was organized with the following officers: Hugh B. Hawley, Dallas, president; Ike McFarland, Houston, and J. Musser, Abilene, vice-presidents; G. H. Zimmerman, Waco, secretary, and P. E. Turner, Elgin, treasurer.

The new association is said to represent nearly 1000 Texas retail lumber yards, and is designed to advance the retail building-material industry and render increased service through organized educational effort. It will be separate from, but will co-operate with, the Texas Lumbermen's Association.

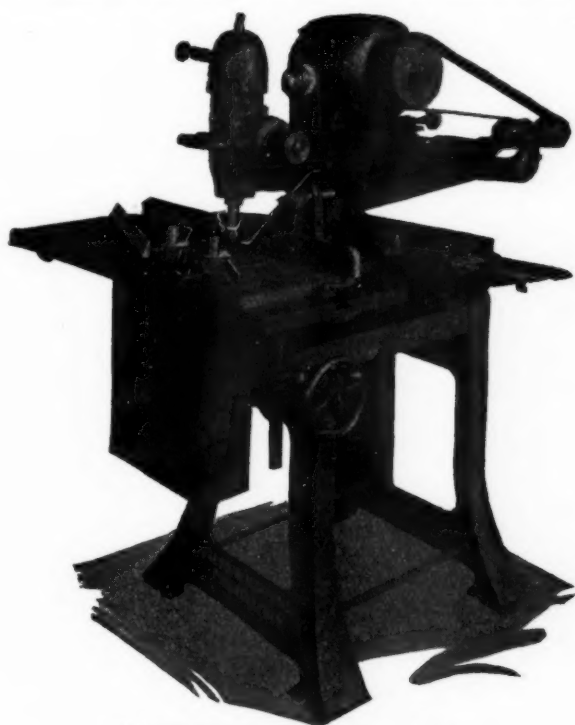


## MECHANICAL

### Improved Shaper Head for Woodworking.

A new vertical shaper head as an attachment for their 20th Century Woodworker has been put on the market by the Cresson-Morris Company, engineers, founders and machinists, Philadelphia, Pa. It is claimed that this device embodies all of the best principles of the shaper as it is known today, and more; it will make all the cuts that can be made on any shaper up to the capacity of a 4-inch-diameter cutter. In addition to this, it can be instantly changed into a router by simply removing the shank or arbor which holds the shaper cutter and substituting an arbor to hold the router bit; this can be done in less than two minutes. Any kind of routing can be done up to 1½ inches diameter. It is further remarked that this "two machines in one attachment" as an addition to the standard equipment of the Woodworker makes it almost universal in its scope and indispensable to the user. Besides, the price of the attachment is low.

Attention is particularly directed to the fence equipment



MACHINE WITH SHAPER HEAD.

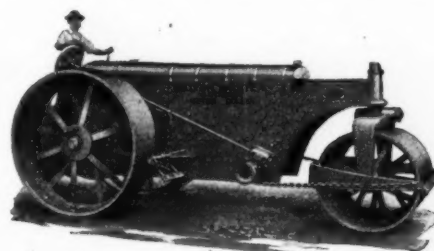
and holding springs, and the simplicity with which work is held in place; molding or other work cannot go wrong. This fence equipment consists of an auxiliary table with a standard shaper fence, with springs to hold the work down and in against the fence. The springs are so designed, it is stated, that there cannot be any jumping, no ridges, and the resulting cut is perfectly smooth. The cutter can run in either direction like a regular shaper; the direction of rotation of spindle is controlled by a spring lever with a positive lock, and the central position is neutral.

The cutters are held on a shank or arbor by two nuts—a clamping nut and a jam nut. The shank or arbor fits in a tapered hole in the spindle, and is held in place by a draw-in bolt that is hardened on the thread end so that the thread will not wear.

In putting the new attachment on the machine all that has to be done is to remove the cross-cut head and put on the shaper head in its place, using the same belt; the change can be made in less than five minutes.

### Strong and Powerful Road Roller.

A new road roller which meets the need for a powerful, efficient and durable motorized 10-ton machine remarkable for simplicity and all-round performance has been put on the market by the Gallion Iron Works & Manufacturing Co. of Gallion, Ohio. This is the Gallion "Master" four-cylinder road roller, a picture of which appears herewith. The builders



THE NEW ROLLER ON THE ROAD.

describe it as a powerful as well as efficient road-building unit, with a sturdy frame of half-inch steel plate, the motor being a Climax of 55 horsepower. The machine is easily and conveniently operated

by one man, and it has two independently operated brakes, either of which is sufficient. There is a strong and efficient scarifier attachment, and the machine may be used as a powerful tractor when it is required to perform such service.

Attention is drawn to the fact that abundant power and perfect control are necessities for a ponderous piece of machinery such as is a roller of this size and weight. The engine affords the requisite power, which is applied by a balanced transmission system thoroughly adapted to its work, twin disc clutches and spur gear differential. Two speeds forward and two reverse give a range of 1½ to 3½ miles per hour, and by the use of lock pins the entire power of the motor can be applied to either drive wheel or to both of them equally, wholly cutting out the differential. The foot brake, which can be locked, gives, it is noted, absolute control even on the steepest grades, and an emergency hand brake with equal power is an extra element of safety.

In its construction the frame of steel plate is tied together and braced by heavy cross-bars, but the motor and the transmission, which are bolted to angle-iron supports riveted to the frame, form an additional brace. The rear of the frame is further braced and tied together by the heavy steel platform tank and breastplate, while the front is riveted to a heavy steel casting that forms the housing for the front roll mounting. The breastplate, which is of heavy steel, is a comfort to the operator, as it shuts off all heat from the motor, and there is also a comfortable seat. If desired, a canopy top to shelter the operator is also furnished. Economical operation is shown by the statement that for 10 hours' continuous use from 10 to 15 gallons of gasoline and a quart of oil are sufficient.

### Manufacturers' Associations Change Date of Meeting.

Chattanooga, Tenn.—Following a meeting of the board of governors of the Chattanooga Manufacturers' Association, it is announced that the joint meeting of this association and the eastern division of the Tennessee Manufacturers' Association has been changed from April 27 to May 4. This change was made in order to permit Chattanooga manufacturers to attend the National Foreign Trade Council in Charleston, S. C., on April 28, 29 and 30. The eastern division of the state manufacturers association will meet during the day of May 4, while a joint dinner meeting will be held at night.

Bids will be received until April 26 by the Putnam County School Board, Palatka, Fla., C. H. Price, superintendent of public instruction, for the purchase of \$230,000 of county school bonds.

# CONSTRUCTION DEPARTMENT

## EXPLANATORY

Additional information is published about all enterprises mentioned in this department as soon as such data can be obtained.  
An asterisk (\*) following an item indicates that the enterprise has been reported in a preceding issue.

## DAILY BULLETIN

The Daily Bulletin is published every business day to enable its subscribers to follow up promptly the industrial, commercial, railroad, financial, building and general business development of the South and Southwest. To machinery manufacturers and dealers, contractors, engineers, and others who require daily information of every new enterprise organized and details about important additions to enterprises already established, the Daily Bulletin is invaluable. Subscription price, \$30.00 a year.

### Bridges, Culverts and Viaducts

#### Proposed Construction

Fla., Eau Gallie—City plans swing draw-bridge over Banana River, connecting Merritt's Island with Eau Gallie Beach. Address City Clk.

La., Harrisonburg—Louisiana Highway Comm., Baton Rouge, receives bids May 11 for French Fork Bridge on Jena-Jonesville Highway; three 80-ft. steel low truss spans, four 31-ft. reinforced concrete deck girder spans, reinforced concrete piers, 77,500 lbs. reinforcing steel, 168,300 lbs. fabricated structural steel; plans on file; W. B. Roberts, State Highway Engr.

Fla., Jacksonville—Duval County Comms. receive bids May 10 for Big Pottsborg Creek Bridge on Atlantic Blvd.; T. B. Carrick, Bridge Engr.

Fla., Miami Beach—City, Claude A. Renshaw, Mgr., receives bids May 5 for 3 bridges over Collins Canal: At Alton road, 45-ft. reinforced concrete arch, limestone base, asphalt surface roadway, earth fill approach, 40,000 lbs. reinforcing steel, 17,000 sq. ft. timber sheet piling; at Liberty Ave., 45-ft. steel bridge, timber deck, 8500 lbs. structural steel; at Twenty-third St., 45-ft. reinforced concrete arch bridge, limestone base, asphalt surface roadway, 21,000 lbs. reinforcing steel; plans from Harvey Stanley, Engr., 512 N. E. Fifteenth St., Miami; E. R. Neff, City Engr.\*

Fla., Ocala—Seaboard Air Line Ry Co., W. D. Faucette, Ch. Engr., Savannah, will build underpass on State Road No. 2, south of Ocala.

Fla., Sarasota—Sarasota County Comms., O. E. Roesch, Clk., receive bids in about 30 days for Siesta Key Bridge over Sarasota Bay. Lately noted bids Apr. 2.

Ky., Paducah—Board of Public Works receives bids May 15 for 222-ft. reinforced concrete bridge over Island Creek on Sixth St.; plans from E. R. Bradshaw, City Engr., and Wilbur Watson and Associates, Conslt. Engrs., 4614 Prospect Ave., Cleveland, Ohio.

La., Houma—Louisiana Highway Comm., Baton Rouge, receives bids May 11 for Intracoastal Canal Bridge on Houma-Montegut Highway at Bourg, Terrebonne Parish; sub-structure and approaches for steel jack-knife bridge, 40-ft. clear opening, creosoted piling; also erecting, painting, etc., 40-ft. steel jack-knife span, 14,000 ft. creosoted lumber, 3500 lin. ft. creosoted piling; 18 tons structural steel; plans on file; W. B. Robert, State Highway Engr.

Md., Towson—Baltimore County Comms., John R. Haut, Ch. Clk., receive bids April 27 for 19 reinforced concrete culverts; On Deer Park, Granite, Falls, Ridge, Grace, Resh Mill, Stahlersville, Rayville, Corbett, Parker, Pocock, Factory, Franklinville, Chapman, Sweathouse, Kenwood, Wiseburg roads; Samuel A. Green, Roads Engr.

Miss., Gulfport—Harrison County plans building and improving several bridges. See Roads, Streets, Paving.

Miss., Merrill—George County Bridge Co., J. C. Dorsett, Pres., Lucedale, granted franchise to erect and operate toll bridge at Merrill, over Pascagoula River.

Missouri—See Roads, Streets, Paving.

North Carolina—State Highway Comm. will build 2 bridges. See Roads, Streets, Paving.

N. C., Beaufort—Carteret County Comms. plan bridge to connect Harlowe Dist. with Morehead City. See Financial News—Bond Issues Proposed.

N. C., Greensboro—City, P. C. Painter, Mgr., plans expending \$1,000,000 to eliminate grade crossings and construct underpasses or

overpasses on about 9 streets; widen overhead structure to 50 ft. and lay walkways on Bessemer Ave. crossings of Southern Ry.; E. G. Sherrill, Clk.

S. C., Spartanburg—State Highway Comm., Columbia, allotted \$65,000 for 2 bridges on State Highway No. 10, between Spartanburg and Chesnee; Across Pacolet River near Cherokee Springs; across Lawson's Fork near Whitney.

Tenn., Madisonville—Monroe County, C. A. Kennedy, County Judge, plans bridge over Tennessee River at McGhee Station, on Niles Ferry Pike. See Financial News—Bond Issues Proposed.\*

Tex., Crockett—Houston and Madison Counties plan iron and steel bridge across Trinity River at Clapp's Ferry. Address Houston County Comms., Crockett; Madison County Comms., Madisonville.

Tex., Palestine—Anderson County, W. C. Quick, County Judge, receives bids May 18 for .91 ml. creosoted timber trestle and graded approaches over Neches River, State Highway No. 43-A, in Anderson and Cherokee Counties, 13,451 cu. yd. excavation, 4916 lin. ft. treated timber piling; plans on file, and from Edw. W. Davis, County Engr.

Tex., Palestine—Anderson County, W. C. Quick, County Judge, receives bids May 18 for highway bridge and approaches over Trinity River, near Bonner's Ferry, State Highway No. 43, between Anderson and Freestone Counties, two 205-ft. steel spans on reinforced concrete piers, 32 31-ft. reinforced concrete girder approach spans, about 90,000 cu. yd. earth embankment; alternate bids on two 205-ft. steel spans, two 31-ft. reinforced concrete girder approach spans; 91,937 cu. yd. excavation and borrow, 329,611 lbs. reinforcing steel, 542,000 lbs. structural steel; plans from Edw. W. Davis, County Engr., and State Highway Dept., Austin.

Virginia—See Roads, Streets, Paving.

W. Va., Charles Town—See Roads, Streets, Paving.

#### Contracts Awarded

Ky., Catlettsburg—Midland & Atlantic Bridge Co., Ashland, awarded contract to Gould Contracting Co., Nashville, Tenn., for sub-structure to bridge across Big Sandy River, connecting Catlettsburg and Kenova, W. Va. and to Mount Vernon Bridge Co. for superstructure; cost \$600,000.\*

N. C., Lillington—Harnett County Comms., W. P. Byrd, Sec. let contracts at \$30,000 to J. S. Bowers, Whiteville, N. C., for bridge, and C. B. Hester, 1633 Spring Garden St., Greensboro, for culverts.

### Canning and Packing Plants

Tex., Troup—Newton & Wallace, San Benito, interested in erection of fruit and vegetable packing shed.

### Clayworking Plants

Fla., Fort Lauderdale—H. Nelson Jones of Tiffin, Ohio, reported interested in establishing brick plant.

Ga., Columbus—Dixie Brick Co., Dixieland, Ala., J. E. Minter, Gen. Mgr., reported to expend \$40,000 on plant extensions, including 3 kilns, stock sheds, drier extension, increase capacity to 1,500,000 bricks monthly.\*

N. C., Sanford—Carolina Fireproofing Co. is doubling capacity of hollow tile plant, install machinery, daily output 350 tons, probably erect 40 dwellings.

Tex., Elgin—Elgin Butler Brick & Tile Co. and Elgin Standard Brick Mfg. Co., reported having electric power installed in plants by Texas Power & Light Co., Dallas.

Tex., Ranger—Chamber of Commerce reported interested in establishment of brick plant.

Tex., Fort Worth—Acme Brick Co., N. P. Anderson Bldg., increased capital, \$1,750,000 to \$2,600,000.

Tex., Texarkana—G. P. Winham, care Standard Lumber Co., reported to install \$40,000 brick plant.

### Coal Mines and Coke Ovens

Mo., Higbee—Grant Stauffer, 1012 Baltimore Ave., Kansas City, Mo., advises: The Howard County Mining Co. has near Higbee about 1300 acres with about 3-in. vein of coal with an average overburden of about 25 ft.; contract had been made covering a period of years to supply this coal to the Kansas City Power & Light Co. The Winston-Dear Co. of Minneapolis, Minn., has contract to produce the coal for the Howard County Mining Co. and will spend about \$300,000 for equipment immediately and later will put in additional equipment, bringing the yearly production to about 500,000 tons.

### Concrete and Cement Plants

Ark., Little Rock—R. S. Lander, 2400 E. Third St., N. Little Rock, Sec.-Treas. of the Shearman Concrete Pipe Co., reported acquired the Little Rock and Dallas plants of the company; contemplates remodeling plants, install additional machinery, increasing output; estimated cost of improvements \$100,000.

Fla., Miami—The Duntile Builders Supply Co., Inc., capital \$250,000, chartered; John T. Vickery, 141 N. E. Second St.; reported leased 6-acre site on N. Kendall Drive and West Dixie Highway, near Snapper Creek; erect plant to manufacture duntile and other products; E. A. Hoselton, state factory representative of the W. E. Dunn Manufacturing Co. at Holland, Mich., assisting in equipping new enterprise with duntile machinery; daily output about 30,000 tiles of various sizes.

Tenn., Nashville—Nashville Brecko Block & Tile Co., capital \$60,000, incorporated; Vernon S. Tupper, 101 Taylor St.

### Cotton Compress and Gins

Ark., Altus—J. A. Hamsfield, Alix Gin Co., acquired cotton gin.

Ark., Fort Smith—A. J. and A. D. Matthews, Russellville, acquired building; will convert into compress, install sprinkler system; storage capacity 25,000 bales flat cotton; expend about \$200,000.

N. C., Henderson—Rose Gin & Supply Co. incorporated; George A. Rose, Thomas G. Horner.

Okla., Coweta—Vance Gin Co., capital \$15,000, incorporated; John W. Vance, W. L. Howell.

Okla., Crowder—McKown Gin Co. incorporated; C. C. McKown, C. L. Griffith.

Okla., Ringling—Teague Gin Co., capital \$14,000, incorporated; J. H. Teague, Albany; Ott Reeves, Ada.

Tenn., Memphis—Douglass W. Brooks, Goodwyn Ave., V. P. Newberger Cotton Co., reported acquired old navy-yard compress.

Tex., San Juan—San Juan Gin Co. will construct 5 stand gin.

### Cottonseed-Oil Mills

Tex., Abilene—Abilene Cotton Oil Co., capital \$300,000, incorporated; W. M. Andrews, Houston; erect \$400,000 fireproof mill; install 8 hydraulic presses, 32 linters, steam power plant; daily capacity 160 tons cottonseed.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.



**Drainage, Dredging and Irrigation**

Tex., Cotulla—LaSalle County Water Improvement Dist. No. 1 soon begin construction of system to irrigate approximately 104,000 acres land; Nagle, Witt, Rollins Engineering Co., Engrs., 1304 Santa Fe Bldg., Dallas, in charge.\*

Fla., DeLand—Samuel Horner, Jr., let contract to H. J. Nordman for 3 canals, to drain about 80 acres, developing for farms and homes, to be known as "Talmadge Gardens;" J. S. Rogers, Sales Agent.\*

Fla., Homestead—Harleigh B. Schultz, Sec., Chamber of Commerce, interested in construction of navigable waterway from Homestead to Biscayne Bay, part of Redland Dist. improvement program.

Tex., Beaumont—Jefferson County Comms. of Drainage Dist. No. 6 will construct additional ditches. See Financial News—Bond Issues Proposed.

**Electric Light and Power**

Large sums are being expended for electric light and power work in connection with Land Development operations. Details will be found under that classification.

Ala., Silverhill—Silverhill Power Co. applied to Alabama Public Service Comsn., Montgomery, for permission to construct hydro-electric plant.

Ark., Little Rock—Morgan Utilities, Inc., capital \$100,000, incorporated; R. H. Burtz, Luzor Apts.

D. C., Washington—District Board of Comms. authorized tripling of lighting on Rhode Island Ave. N. W.

Fla., Jacksonville—City, Frank H. Owen, Chrmn., receives bids May 5 for switch-board equipment in connection with substations. (See Machinery Wanted—Switch-board Equipment.)

Fla., Jacksonville—J. N. Chase, E. C. Green reported interested in extension of white way out Lake City Road.

Fla., New Smyrna—L. B. Miller will construct transformer station at Boardwalk subdivision, Coronado Beach; building will include garage, stuccoed of Spanish design with tile roof; plans and specifications by Shappell & Weller.

Fla., Ocala—City votes May 4 on \$25,000 electric light bonds. See Financial News—Bond Issues Proposed.

Fla., Palmetto—City let contract to C. E. Scott for white way system.

Fla., Panama City—Gulf Power Co., subsidiary of Alabama Power Co., Birmingham, Ala., reported acquired electric plants.

Fla., Tallahassee—Board of Comms. of State Institutions have purchased two 300 h. p. Busch-Selzer oil engines; will install at power plant at State Prison farm at Ralford; C. S. Hammatt, State Engr., Jacksonville.

Fla., Tampa—Tampa Electric Co., Tampa and Cass Sts., will erect \$120,000 addition to Parker St. plant; erect addition to power house, boiler room 29x75 ft., and extension, 16x68 ft., to turbine plant; brick and steel construction, 2 stories; Stone & Webster, Inc., Contrs., 147 Milk St., Boston, Mass.

Ga., Greensboro—Georgia Railway & Power Co., Atlanta, advises acquired lighting system; electrical load of town at present is being supplied by steam plant in Greensboro; in near future a transmission line of probably 38,000 volts and about 6 or 7 miles in length will be built to Greensboro and at about same time the distribution system will be re-amped as necessary.\*

Ga., Homerville—Ware County Light & Power Co., Waycross, granted 30 year franchise for light and power.

Ga., Senoia—Georgia Railway & Power Co., 75 Marietta St., Atlanta, granted franchise.

Ga., Waresboro—Ware County Light & Power Co., Waycross, granted 30-year franchise; will extend line, build substation.

Ky., Sebree—General Power & Light Co., Chicago, Ill., reported to construct power plant.

La., Franklin—See Water Works.

La., Welsh—Board of Trustees have tentative plans by Plantry Corp., Dallas, Tex., for fireproof building to house light plant and water plant equipment; brick, steel and concrete; cost \$15,000; will soon call for bids.

Mo., St. Louis—Board of Public Service receives bids May 4 for furnishing materials

to construct Substations B, C and D for street lighting system. (See Machinery Wanted—Street Lighting.)

Mo., St. Louis—Union Electric Light & Power Co., Twelfth and Locust Sts., will erect 1-story substation; 11x44 ft., shelter 50x75 ft., at 4209 N. Newstead St.; composition roof; Fruin-Colnon Cont. Co., Builders, Merchants-Laclede Bldg.; cost \$10,000.

N. C., Asheville—Horace Wells, Chrm., West Asheville Club, reported interested in white way for West Asheville.

N. C., Charlotte—See Water Works.

N. C., Washington—Bath Electrical Co., capital \$50,000, incorporated; Al Bowers, A. D. McLean, construct transmission lines between Washington, Bath, Bayview, etc.

Okla., Colbert—Colbert Power & Light Co. incorporated; W. D. Parker, M. Parker.

Okla., Buffalo—Sherritt & Co., 160 N. La Salle St., Chicago, Ill., acquired electric and ice plant; will double ice capacity and increase electric power generating machinery.

S. C., Chester—City plans installing white way system on main thoroughfares. Address The Mayor.

S. C., Greenville—Berry & Fortune, Hickory, N. C., has contract at \$120,000 for rebuilding Lake Lanier dam.

S. C., Walhalla—Mees & Mees, Engrs., Johnston Bldg., Charlotte, N. C., reported interested in development of dam at Jo-casse; develop 4800 h. p.

Tenn., Carthage—Tennessee Electric Power Co. Hamilton National Bank Bldg., Chattanooga, has begun construction of 11,000-volt line from Carthage to Gainesboro, via Elmwood, Chestnut Mount and Granville.

Tenn., Gainesboro—City will vote May 8 on electric light bonds. Address The Mayor.

Tenn., Knoxville—Hiwassee Power Co. increased capital to \$100,000.

Tex., Edinburg—City votes May 8 on sale of water and light plant to Valley Electric Ice Co.

Tex., Nacogdoches—City votes May 6 on sale of electric light plant to Texas Power & Light Co., Interurban Bldg., Dallas.\*

Tex., Victoria—Texas Central Power Co., Frost Natl. Bank Bldg., San Antonio, applied to State Board of Water Engrs., Austin, for permit to build hydro-electric power dam on Guadalupe River between Victoria and Cuero; 35 ft. high and 300 ft. long; develop 3000 hp.

Va., Richmond—Virginia Electric & Power Co. advises that company will link up light and power properties of Spottsylvania Power Co., lately acquired with company's main power system through high-power transmission line now under construction; plans are now being developed for supplying electric power through cities of Rocky Mount, Tarboro, Enfield, Elizabeth City, Wilson and others, and construction work is under way on transmission line between Roanoke Rapids and Rocky Mount; may unify street car and motor bus service, requiring considerable expenditure for track construction, new cars and motor buses; during next 6 months company expects to add nearly \$3,000,000 more of power facilities, consisting in the main of high-power transmission lines between Roanoke Rapids and Rocky Mount, N. C., and between Fredericksburg and Richmond.

Va., Scottsville—Central Virginia Power Co., Reusens, reported to extend 44,000-volt electric power line, erect substation.

Va., Virginia Beach—Town is installing white-way lighting system; cost \$15,000. Address W. H. Terry, Sec., Virginia Beach Improvement League.

**Flour, Feed and Meal Mills**

Ala., Birmingham—Western Grain Co., 1716 Tenth Ave. N., is erecting warehouse in connection with present plant and an addition to grain elevators at cost of \$50,000; Smallman-Brice Construction Co., Contrs., 1109 Ave. E.; all brick and cement work.

Tex., Beaumont—Jossey-Miller Co., Railroad Ave. and Fannin St., will rebuild burned elevator; construction by owners; machinery possibly bought through Southwestern Engineering Co., Springfield, Mo.\*

Tex., Hereford—E. W. Harrison let contract to Star Engineering Co., Wichita, Kansas, for 50,000 bu. capacity elevator; designed for 2 leg building, but only north unit to be erected at this time; install modern equipment.

Tex., Sherman—G. B. R. Smith Milling Co. increased capital, \$200,000 to \$300,000.

Va., Petersburg—Health & Parsons Feed Co., capital \$25,000, incorporated; J. H. Parsons, 1538 Westover Ave., Walnut Hill.

W. Va., Charleston—Dixie-Portland Flour Co., C. J. Marmann, Memphis, Tenn., Mgr., will establish blending plant with output of 500 bbls. flour daily; has leased Southeastern Warehouse on Hasell St.

**Foundry and Machine Plants**

Fla., Orlando—The Gallion Iron Works & Manufacturing Co., 100 W. Amelia Ave., organized; D. B. Findley, V. Pres. and Mgr.; has warehouse and office; let contract to Howard G. Lindsay, 318 Long St., for additional warehouse on Virginia Drive.\*

Mo., St. Louis—The Century Electric Co. reported will erect \$150,000 foundry at 3339 Market St.

Mo., St. Louis—Car Wheels—Southern Wheel Co., Commonwealth Bldg., Pittsburgh, Pa., let contract to Cornet-Casey Co., Chemical Bldg., for \$100,000 foundry building, 1-story, 420x230 ft., at 3300 Goodfellow St.; Robert & Co., Archt., Atlanta, Ga.

Tex., Houston—Steel Castings—Houston Steel & Foundry Corp., capital \$225,000, incorporated; T. C. Hicks, Pres., reported contemplates building foundry, first unit to be 96x180 ft., and plans call for second unit, 136x425 ft., to house rolling mill; soon let contract.

Tex., Houston—Oklahoma Steel Castings Co., Ernest H. Cornelius, Pres., Tulsa, Okla., acquired 10 acre site; will erect plant, monthly output 300 tons steel castings; to be in operation by June 1.

**Gas and Oil Enterprises**

Ala., Huntsville—Sinclair Oil Co. reported to establish tank station, capacity 60,000 gals., and warehouse, capacity 3 carloads oil.

Ark., El Dorado—Natural Gas & Fuel Co. will construct \$50,000 casinghead gasoline plant.

Ark., Kingsland—Thomas Oil Co., capital \$100,000, incorporated; J. H. Thomas A. C. Fleig.

Ark., Kingsland—Kingsland Oil Co., capital \$25,000, incorporated; G. B. Zigler, T. E. Moseley.

Fla., Tampa—Mexican Petroleum Corp. and affiliated Pan-American Petroleum Co. reported to double facilities of storage and distribution plant on Hookers Point.

Ky., Lexington—Oil Saving Co., capital \$25,000, incorporated; W. H. Young, 125 S. Hanover St.

N. C., Lincolnton—Midland Oil Co., capital \$100,000, incorporated; C. L. Goodson, P. A. Hoyle.

N. C., Wilson—Havoline Oil Co., capital \$25,000, incorporated; N. B. Thomas, Jr., 112 Warren St.

Okla., Cleveland—Schoenfeld Drilling Co., capital \$10,000, incorporated; Charles H. Schoenfeld, Bartlesville; D. L. Schoenfeld, Cleveland.

Okla., Seminole—R. S. Shade, 1603 S. Denver St., Tulsa, has natural gas franchise.

Okla., Tulsa—Oakwood Petroleum & Royalty Co., capital \$25,000, incorporated; C. M. Oakes, Mid-Continent Bldg.

Okla., Tulsa—Fred Wood Oil Co., capital \$10,000, incorporated; Fred Wood, 2714 E. Admiral St.

Tex., Greenville—Lone Star Gas Co. will build gas line to city via Garland, Roysce City and Rockwall.

Tex., Mineola—H. T. Chappell Nitrolene Co. incorporated; H. T. Chappell, A. P. Buchanan.

Tex., Houston—Ingram Prospecting Co., capital \$30,000, incorporated; L. E. Ingram, Second National Bank Bldg.

Tex., Wichita Falls—Batex Oil Co., incorporated; E. C. De Montel, City Natl. Bank Bldg.

W. Va., Charleston—Elk Gasoline Co., 104 Park Blvd., capital \$50,000, incorporated; Gordon B. Lake, J. W. Kyle.

W. Va., Charleston—Columbia Gas & Electric Co. voted to increase capital.\*

W. Va., Parkersburg—Auburn Oil Co., capital \$64,000, incorporated; A. L. Britton, John A. Hall.

**Ice and Cold-Storage Plants**

Ala., Selma—The Selma Ice & Coal Co., Harry M. Smith, Pres., organized to take over Selma Creamery & Ice Co.; will operate.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Ark., Blytheville—J. H. Webb Co. let contract to Carliss Well Co., Front and Gayoso Sts., Memphis, Tenn., for 100 gal. per min. well with Cook strainer.

Fla., Greenwood—The Greenwood Ice & Fuel Co. will erect ice plant on Carrollton Ave.; have also acquired site cor. Main and Pearl; contemplates building ice cream and cold storage plants.

Ky., Carrollton—Kentucky Power Co., Inc., L. M. McKibben, Dist. Mgr., let contract to Westerlin & Campbell Co., 1110 Race St., Cincinnati, Ohio, for 24 ton capacity ice machinery; to Wagner Electric Corp., 20 E. 9th St., Cincinnati, Ohio, for motors; to Graybar Electric Co., Cincinnati, Ohio, for wiring, conduit, etc.\*

La., Lake Providence—See Land Development.

Miss., Biloxi—Peoples Ice Co., capital \$70,000, incorporated; J. C. Clower, Biloxi; L. N. Dantzier, Tampa.

N. C., Charlotte—Queen City Ice Co., Inc., chartered; Geo. D. Morris, 312 Floral Ave.

Okla., Chickasha—Chickasha Ice & Cold Storage Co., O. L. Bingham, let contract to A. J. Puckett for enlarging ice plant; equipment to Frick & Co., Waynesboro, Pa.

Tenn., Springfield—Springfield Ice Co., capital \$12,500, incorporated; E. B. Boyd, T. E. Bridges.

Tex., Dallas—Quality Ice Co., 1817 Leonard St., increased capital, \$50,000 to \$100,000.

Tex., Pharr—Delta Cold Storage Co., M. H. Lourie, Pres., will erect \$10,000 plant, 120x130 ft., concrete and corrugated iron, wood floors, iron roof; install \$20,000 equipment; construction by owners. (See Machinery Wanted—Refrigeration Machinery; Citrus Packing Machinery.)\*

Tex., Sherman—Southern Ice & Utilities Co., C. W. Dawley, Pres., Dallas, acquired plant and property of Sherman Ice Co.; will operate; Clyde Lucas, Mgr.

### Iron and Steel Plants

Fla., Jacksonville—The American Steel Co. of Florida, subsidiary of the American Steel Export Co., 233 Broadway, New York, will establish distribution headquarters at 304 W. Church St., and plant at municipal docks; Harry I. Davis, Pres., Florida Corp.

### Land Development

Ala., Birmingham—Horseshoe Realty Co., 205 First National Bank Bldg., will develop 20-acre subdivision; install water, sewers, sidewalks; J. W. Tipton, Contr., 205 First National Bank Bldg. (See Machinery Wanted—Lumber; Building Material, Sewer Pipe, etc.)

Ala., Birmingham—Realty Investment Co., capital \$40,000, incorporated; Wiley W. Williams, 2817 Jefferson Ave.

Ala., Birmingham—A. F. G. Investment Co., incorporated; John L. Fleck, 2608 18th Ave. N.

Ala., Birmingham—A. F. A. Realty Co., incorporated; Frank Abelson, 1311 N. 24th St.

Ala., Birmingham—Andley Investment Co., incorporated; J. E. Kirtley, Roebuck Springs St.

Ala., Birmingham—R. H. Baugh Investment Co., incorporated; R. H. Baugh, 2205 Highland Ave.

Ala., Birmingham—Baker Investment Co., incorporated; E. P. Hogan, Empire Bldg.

Ala., Birmingham—Breen & Gardien Real Estate & Insurance Co., incorporated; E. N. Gardien, 118 69th St.

Ala., Birmingham—Birmingham Realty Development Sales Co., capital \$13,200, incorporated; John J. Gould, R. M. Fletcher.

Ala., Birmingham—Boulevard Realty Co., capital \$88,000, incorporated; A. Leo Oberdorfer, 1416 Flora Ave.

Ala., Birmingham—Central Realty Co., incorporated; Frank Nelson, 2927 Iroquois St.

Ala., Birmingham—Patterson-Shaw-Taylor Realty Co., Inc., 120 N. 21st St., incorporated; Julius Patterson, Charles W. Taylor.

Ala., Mobile—Gulf Coast Investment Co. is developing subdivision on Cedar Point Rd.; lay sidewalks, construct lagoon.

Fla., Avon Park—City contemplates park improvements; McCleaskey & Berry, Engrs. See Financial News—Bond Issues Proposed.

Fla., Cocoa—Dr. S. D. Rambo and Dr. W. E. Benson, Marietta, Ga., will develop subdivision, install water, sewers, electric lights.

Fla., Coral Gables—A. F. Faulhaber, Inc., Miami, will develop model French village; John & Coulton Skinner, Archts.

Fla., Frostproof—Plantation Service Co. operating corporation of Lake Caloosa Banana Corp., 127 First Ave. N., St. Petersburg; will develop 100 acres in banana culture.

Fla., Jacksonville—Sewell & Newton, Inc., Dyal Upchurch St., acquired 29 acres land adjoining Jacksonville Beach, develop subdivision; Clemens & Bahlman, Landscape Archts.

Fla., Jacksonville—Julius Koch, Newark, N. J., acquired 40 acres in Gray Gables, will develop; Benjamin Handsman, in charge of construction.

Fla., Kissimmee—East Lake Land Co. acquired 120 acres near East Lake Tohopekaliga.

Fla., Lakeland—Wagner Realty Corp., incorporated; Charles Henry Wagner, John Kessler.

Fla., Miami—Southern Shores, Inc., 170 N. E. First St., developers of Southern Shores subdivision on Biscayne Bay; will construct 8 islands, bulkheaded with concrete; waterways between islands will have average width of 150 ft. and depth of 15 ft.; install water, sewers, electric lights, streets, ornamental gateway and arch.

Fla., Miami Beach—M. L. Woodward Properties, Inc., chartered; M. L. Woodward, 739 Sixth St.

Fla., Ocala—City votes May 4 on \$15,000 park bonds. See Financial News—Bond Issues Proposed.

Fla., Okeechobee—Renfro Park, Inc., John R. Robinson, Pres., will develop 28 acre subdivision; install water, sewers, electric lights, roads and streets; John Devlin, Archt.\*

Fla., Orlando—Foster-Holcomb Investment Co., McKinny-Ryland Bldg., acquired 2000 acres; will develop Mountain Park subdivision.

Fla., Pensacola—Edward Ball, Wilmington, Del., acquired tract of 33,000 acres.

Fla., Perry—Perry Development Co., W. McKee Kelly, will develop subdivision.

Fla., Plant City—Plant City Memorial Park, incorporated; W. C. Wells, C. T. Young.

Fla., St. Petersburg—Marina Land Co. will develop Alta Marina subdivision; James P. Daves, 216 Bay Shore Drive, N. Agt.

Fla., Sanford—Orange Heights Realty Co., Inc., L. E. White, Pres., is developing 37-acre subdivision; L. E. White, Contr. and Landscape Archt.\*

Fla., Sarasota—Adair Realty & Trust Co., Healey Bldg., Atlanta, Ga., reported let contract to Smith Brothers Co., Inc., Santa Fe Bldg., Dallas, Tex., for completion of development of Whitfield Estates; contract includes surfacing of 150,000 yds. streets, construction of seawall.\*

Fla., Sebring—Silver Lake Golf and Country Club, G. G. Ware, will enlarge golf course, install water and lights.

Fla., Stuart—Seminole Realty & Investment Co. is developing second addition to Staymann Park; install paved streets and sidewalks and electric lights.

Fla., Tallahassee—A. J. York, Pahokee, acquired 53,100 acres in Palm Beach County, will develop.

Fla., Tampa—Tampa Memorial Park, Inc., N. A. Perry, Pres., 19 Harbor View St., is proceeding with development of Memorial Cemetery; Thomas E. Ollis is in charge of development.\*

Fla., Tarpon Springs—Board of Comms. planning additional parks and children's playgrounds; will acquire 12-acre site containing Lake Mimosa and Lake Lutea; will connect Lake Mimosa with Anclote River by lagoon and fill in Lake Lutea for playground.

Fla., Tarpon Springs—City acquired 12 acres between Anclote River and Hope St.; develop parks and playgrounds. Address City Comms.

Fla., West Palm Beach—Barrows-Dunn Corp., capital \$50,000, incorporated; Morey Dunn, H. E. Barrows.

Fla., Wildwood—Meadowlawn Development Co., Dr. F. H. Clark, is developing subdivision; will install lights, water, sidewalks, sewers.

Ga., Albany—Southern Pecan Groves, Inc., Dr. Veador Leonard, Pres., 2006 Lexington Bldg., Baltimore, Md., purchased 6000 acres of pecan land on Flint River; plans to divide property into units of from 1 to 5 acres, with building lots 75x400 ft.; plant 25 pecan trees to acre for purchasers and institute elaborate system of cultivation; will promote winter colony and erect chain of small bungalows on river.

Ga., Atlanta—Garden Hills Corp., 18 W. Peachtree St. let contract to Dysard Con-

struction Co., Austell Bldg., for water and sewer mains.\*

Ga., Brunswick—Jekyl Island Club will construct golf links on Jekyl Island; expend \$75,000; Walter Travis, in charge.

Ga., Macon—Murphy, Taylor & Ellis, 470 Cherry St., developers of Stanislaus subdivision, let contract to Henry Construction Co., Emacee Bldg., Greenville, S. C., for sanitary sewers; Higginson Construction Co., Georgia Casualty Bldg., has contract for streets.\*

Ga., Savannah—A. Bradley acquired tract in White Bluff district; develop subdivision.

Ga., Savannah—Investment Corporation of Savannah, T. P. Saffold, Pres., is developing Whitemarsh Island; White & Ashley, Savannah, Landscape Archts.; Chas. W. Leavitt and Sons, 18 E. 41st St., New York, Consultants; material and equipment furnished through local firms; project contains bulkheading and other shore treatment; building roads, laying water mains, electrical wiring and lighting, landscaping.

Ky., Bowling Green—Allen Realty Co., Lewis F. Allen, Sec., will develop 550 acres for subdivision; build homes, garages, stores and develop strawberry farms.

Ky., Lexington—Southern Trust & Realty Co., capital \$15,000, incorporated; W. H. Sutherland, 266 W. Short St.

Ky., Louisville—Greater City Realty Co., capital \$30,000, incorporated; H. King Klein, J. R. Shaman.

Ky., Trenton—Trenton Realty Co., incorporated; P. W. Mimms, E. F. Camp.

La., Lake Providence—Garden Home Co., Oscar Ameringer, Mgr., will develop 5265 acres in East Carroll Parish in farms of 40 acres each; will build homes to house 130 families; construct power and water plant for community; cannery, creamery, ice plant, laundry and motion-picture theatre; contract for buildings not let. (See Machinery Wanted—Canning Machinery; Creamery Machinery; Laundry Machinery; Electric Light Plant, etc.; Ice Plant Machinery.)

La., New Orleans—The Blythe Co., Inc., Joseph E. Blythe, 804 Union St., will develop 600-acre subdivision; install water, sewers, electric lights, roads.

La., New Orleans—Trascher Realty Co., capital \$20,000, incorporated; Jno. Trascher.

La., New Orleans—Mexican Gulf Land Co., capital \$100,000, incorporated; A. T. Dusenbury, 1637 Octavia St.

La., New Orleans—Morningside Park Sub-Division Co., Inc., capital \$100,000, incorporated; Adam Wirth, 600 St. Charles St.

La., New Orleans—Hortman-Salmen Realty Co.; capital \$400,000 incorporated; H. J. Bremmerman, Tokalon Park.

La., New Orleans—Vic J. Passera, 2311 Peniston St., acquired 35 acres in Jefferson Parish; develop subdivision.

Md., Baltimore—Gibraltar Realty Co., Equitable Bldg., capital \$100,000, incorporated; Paul Berman.

Md., Frederick—City Park Comsn. voted to recommend prospectus submitted by R. Brooke Maxwell, Baltimore, for development of municipal park.

Miss., Greenville—Council Land and Development Co., incorporated; Norma L. O'Bannon, Charles T. Council.

Miss., Pass Christian—Aline Realty Co., Inc., Alex. Lichtentag, 5422 Willow St., New Orleans, La., is developing 65-acre subdivision; install concrete curbing and sidewalks, gas, water mains, white way, underground electric cables; Spanish type bungalows.\*

Mo., Clayton—Autenrieth & Jablonsky, Inc., incorporated; Albert Autenrieth, 123 N. Central Ave.

Mo., Independence—Independence Land & Development Co., incorporated; K. V. Bos-tian, Arthur L. Wilson.

Mo., Kansas City—Tenth and Main Building Corp. incorporated; Elmer E. Hall, 508 Land Bank Bldg.

Mo., Kansas City—Frank E. Hermon, 3278 Euclid Ave., will develop 5-acre subdivision.

Mo., Kansas City—Colform Investment & Realty Co., incorporated; Edw. C. Marqua, 4951 Westwood Terrace.

Mo., St. Louis—Mesco Corp., incorporated; B. O. Mahaffey, 506 Olive St.

Mo., St. Louis—Missouri Improvement Co., capital \$50,000, incorporated; E. A. Hadley, 6061 Pershing Ave.

Mo., St. Louis—Hartz Realty Co., incorporated; T. C. Woodward, Pierce Bldg.

Mo., St. Louis—Shreve Realty Holdings

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Co., incorporated; J. R. Oxenhandler, 1031 Arcade Bldg.

Mo., St. Louis—B. P. Owens Organization, International Life Bldg., A. G. Hecht, will develop subdivision on Chambers Road.

Mo., St. Louis—Hawke & Comfort, Inc., City Club Bldg.; will develop York Village subdivision of 80 acres; Clayton Rd.; construct roadways, ornamental gateways, stone fences; entrance lodges, water, sewers, electric lights.

Mo., Webster Groves—City votes May 15 on \$235,000 park bonds; R. L. Wilson, Clk.\*

N. C., Asheville—Judge J. D. Murphy, Westall Bldg., and G. A. Thomasson, Oates Bldg., will develop 167 acres land for Lakemont subdivision; E. S. Draper, Landscape Archt. and Engr., Charlotte.

N. C., Asheville—Broadway Walnut Corp., capital \$100,000, incorporated; J. W. Sample, R. W. Seroggs.

N. C., Asheville—Illinois Investment Co., M. E. Polson, Pres., 8 S. Dearborn St., Chicago, Ill., will develop 450 acres on Fairview Rd.; have option on 400 additional acres.

N. C., Asheville—Judge J. D. Murphy, Westall Bldg., will develop 91 acres on State Highway No. 20 for suburban colony; E. S. Draper, Landscape Archt., Charlotte.

N. C., Asheville—Sunburst Mountains, Inc., capital \$50,000, incorporated; W. F. Hipps, Sunburst; Floyd Hipps, Asheville.

N. C., Asheville—Lee-Nixon Property, Inc., capital \$50,000, incorporated; Geo. E. Lee, Paragon Bldg.

N. C., Asheville—Sam Realty Co., capital \$50,000, incorporated; H. L. Finkelstein, Broadway.

N. C., Blowing Rock—Blowing Rock Mountains, Inc., capital \$100,000, incorporated; J. H. Winkler, E. G. Underdown.

N. C., Charlotte—Dixie Realty and Building Co., 14 S. Church St., capital \$100,000, incorporated; R. W. Mitchell, 507 N. Graham St.

N. C., Charlotte—Burley-Booth Realty Co., capital \$1,000,000, incorporated; J. H. Hurley, 400 E. Oak St.

N. C., Chimney Rock—V. B. Higgins, Park Rd., Charlotte, has contract for installing lake bottom sewer system of Lake Lure Realty Development; cost \$250,000; Mees & Mees, Engrs., Charlotte.

N. C., Durham—Mebane & Sharpe, Inc., capital \$100,000, incorporated; W. E. Sharpe, C. V. Sharpe, both Burlington.

N. C., Lincoln—Standard Realty Co., capital \$25,000, incorporated; W. M. Nicholson, W. H. Childs.

N. C., Newton—Newton Athletic Corp., capital \$25,000, incorporated; Wade H. Lefler, D. B. Gather; develop athletic parks.

N. C., North Wilkesboro—Home Realty & Loan Co., capital \$100,000, incorporated; J. R. Hix, C. Call.

N. C., Tryon—Thermal Belt Development Co., Frank R. Yorke, Pres., will develop 55 acres for subdivision; install electric lights and city water, roads, streets, telephones; A. A. Merrick, Landscape Archt.\*

Okla., Oklahoma City—T. H. Blume, American National Bank Bldg., acquired 280 acres on W. Tenth St.; will develop, construct streets.

S. C., Anderson—Appleton Manufacturing Co. let contract for erection of 50 cottages in connection with development of mill village; will install water and sewers.

S. C., Caesar's Head—Caesar's Head Mountain, Inc., Poinsett Hotel Plaza, Greenville, is developing 500 acres in Greenville County in connection with H. Walter Fuller Interests, Laurel Park Estates, Hendersonville, N. C.; will install all improvements including hotel; Crye & Co. are doing preparatory grading; other contracts not let.\*

S. C., Walhalla—James H. Darby, Pres., Chamber of Commerce; reported interested in development 1800 acre subdivision.

S. C., Walhalla—R. H. Alexander is developing resort.

Tenn., Johnson City—Dooley-Gillespie Realty & Trust Co., Deaderick Bldg., Knoxville, reported acquired Cold Spring and Green Ridge Mountains, about 3000 acres; develop subdivision.

Tenn., Knoxville—A. F. Sanford and H. G. Fowler acquired tract; will develop subdivision; install water, sewers, sidewalks, streets.

Tenn., Knoxville—Asa Hazen acquired 1000 acres; will develop.

Tenn., Memphis—Orgill Realty Co., capital \$25,000, incorporated; Wm. Orgill, Wm. L. Moody.

Tenn., Memphis—Tennessee Realty Co. increased capital \$50,000 to \$100,000.

Tenn., Memphis—M. Schwartz will develop 10 acres on Highland Ave. for subdivision.

Tex., Austin—Realty Development Co., Albert R. Moore, Pres., 421 E. 32d St., will develop additional subdivision.

Tex., Brownsville—A. F. Parker of Al Parker Securities Co., La Feria, acquired 1000-acre tract, including townsite of Olmito; will develop for tourist city; develop Lake Olmito, construct artificial lake, expend \$15,000 for dredging, extend paved roads, build bridge, install water works, electric light and power plant; tennis courts, swimming pool and boating facilities; John O. Kelly, McAllen, bridge construction; Will H. Ampher, La Feria, general engineering work; John Moot, La Feria, general improvements; Henry Wiggins, La Feria, street improvements.

Tex., Corpus Christi—J. E. Garrett, Pres., Texas State Bank & Trust Co., will develop 1432 acres in San Patricio County; install water, sewers, electric lights, natural gas.

Tex., Corpus Christi—W. W. Walton, Rlacion Ave.; W. R. Norton, Born Apts., and associates acquired 172 acres at Flour Bluff, develop subdivision; install water, sewers, electric lights, roads and streets; H. H. Friar Realty Co. in charge.

Tex., Corpus Christi—Seaside Realty & Development Co., capital \$10,000, incorporated; H. C. Wood, F. F. Quaid.

Tex., Corpus Christi—Dr. D. A. Segrest, Natl. Bank Bldg., will develop sub-division on Morgan Ave.; grade streets.

Tex., Houston—Buffalo Realty Co. incorporated; W. B. Young, 1217 Baker St.

Tex., Houston—W. E. Kendall, 1608 Post-Dispatch Bldg., Agt. for Southland Terrace, will extend gas, water, electric lights, sewers into second addition of subdivision.

Tex., Houston—A. A. Buxton, Pres., Buxton & Co., Scanlan Bldg., reported let contract for improvements to portion of Westmoreland subdivision in Bellaire.

Tex., San Antonio—Staffel Improvement Co., capital \$50,000, incorporated; Gerald Steffel, 1702 Burleson St.

Tex., San Antonio—City will develop 1000 acres for municipal park, golf courses and other playground facilities; I. Ewig, City Eng.; Ray Lambert, Park Commr.

Tex., San Marcos—A. B. Rogers will develop 125 acres for recreational park, bathing beaches, golf course, streets, concrete bathing pool, camp cottages.\*

Va., Roanoke—Jefferson Development Co., capital \$50,000, incorporated; Whitwell W. Cox, Bolexy Bldg.

Va., Roanoke—Enterprise Realty Corp., capital \$10,000, incorporated; R. A. Poff, Terry Bldg.

### Lumber Enterprises

Fla., Orlando—Johnson Lumber Co., 706 S. Hughey St., reported build plant at Lake Highland; plans include warehouse and lumber yard.

Ky., Paducah—Langstaff-Orm Lumber Co., Geo. Langstaff, Pres., 438 S. Second st., let contract to Gus Lockwood, Blandville Rd., and Geo. C. Gasser, 1250 S. Sixth St., for new mill unit, 2 story, 126x40 ft., fireproof; D. Harry Jamieson, Archt., 630 Broadway.

La., Hammond—Hammond Lumber Co., Ltd., W. H. Nalty, Gen. Mgr., advises: Have begun rebuilding of burned plant; equipment all purchased, etc.

Md., Baltimore—Western Maryland Lumber Co., 2626 W. North Ave., will erect 2-story, 22x112-ft. metal building for storage.

Miss., Drew—Drew Lumber Co., capital \$50,000, incorporated; B. M. Fulton, A. L. Dickson.

Miss., Holly Bluff—Luther Wallin, Pres., Wallin Hardwood Lumber Co., erect 2-story addition, install equipment, including boiler, band mill, trimmer, etc. (See Machinery Wanted—Band Mill and Equipment; Boiler.)\*

Mo., Ridgeway—Miner & Frees Lumber Co., capital \$200,000, incorporated; Chas. F. Miner, J. L. Chambers.

N. C., Elizabeth City—Evans Milling Co., N. B. Evans, Owner, will rebuild planing mill, burned at loss of \$10,000.

Okla., Elk City—Geo. F. Sisson Lumber Co., capital \$50,000, incorporated; Geo. F. Sisson, J. H. Lewis.

Tex., Bonham—Higginbotham-Steger Co., Main and Second Sts., building 30x90-ft. office and warehouse and 24x300-ft. sheds; iron, frame and brick, wood floors, iron roof; install rip and cross-cut saws, mortiser and

boring machine; dado heads, etc. (See Machinery Wanted—Woodworking Machinery.)\*

Tex., Cisco—Berry Lumber Co., capital \$50,000, incorporated; J. T. Berry, C. R. Porter.

Tex., Lufkin—Boynton Lumber Co. having plans made for additional sawmill in northwestern part of city, daily capacity 20,000 ft. lumber.

Va., South Boston—Southern Lumber Corp., capital \$10,000, incorporated; Henry Edmunds, W. S. Nichols.

### Metal-Working Plants

Ala., Birmingham—Birmingham Aluminum Novelty Co., David McCarty, Pres., 3916 Thirty-fourth St., will probably erect 50x125-ft. plant, brick, hollow tile; will install cupola, stamping machinery, buffing machinery, foundry equipment, etc., for manufacture of cooking utensils, signs, etc. (See Machinery Wanted—Foundry Equipment; Buffing Equipment; Aluminum; Stamping and Moulding Equipment.)

La., New Orleans—American Sheet Metal Works, 3500 S. Carrollton St., will erect 165x314-ft. factory; plans not completed.\*

Md., Baltimore—Welding Wire—The Reid Avery Co., Marshall Reid, Pres., Twenty-first and Washington Sts., Philadelphia, Pa., will move plant to Baltimore; acquired site at Chesapeake and Cleveland Aves., St. Helena; expend about \$100,000; Robert McHenry, Mgr. of Baltimore plant.

Tex., Houston—Etie Sheet Metal Works, Inc., W. R. Etie, Pres., 1510 Washington St., receiving bids for 1 story, 50x108 ft., hollow tile and brick shop building, and 2-story, 50x22 ft., hollow tile and brick office and display rooms at 1509 Washington St.

### Mining

Fla., National Gardens—The Coquina Co., Post Office Bldg., Daytona Beach, expend about \$26,000 on additional equipment. Increasing capacity from 275 to 600 tons coquina rock daily; improvements by own labor and under own supervision; install 2 cranes, twenty 1½-yd. steel cars, one Whitcomb locomotive, Ingersoll-Rand units, belts, rails, new ramps, etc.\*

La., Denham—Amite River Sand & Gravel Co., C. L. Jackson, Pres.-Mgr., has plant in operation, daily output 20 cars.\*

Miss., Amory—Amory Sand & Gravel Co., L. E. Puckett, Pres., has 1000 acres to be developed.\*

### Miscellaneous Construction

Fla., Jacksonville—Terminal Warehouse—Charles W. Helsner and associates of Chicago, Ill., reported, interested in establishing freight terminal warehouse and cold storage plant; estimated cost \$8,000,000.

Fla., Lake Worth—Boardwalk—W. E. Hutchenreuter, City Clerk, has plans for 300-ft. boardwalk along ocean front.

Fla., Miami Beach—Waterfront Improvements—Robert H. Tyndall, V.-Pres.-Gen. Mgr. of the Peninsular Terminal Co., advises: Have an island directly south of Causeway Terminal connected by ferry service, and can accommodate any vessel that can pass through the Government cut. Our property, known as Causeway Terminal, has about 1500 ft. with 18 ft. of water and expect to go 25 ft. immediately; also expect to have two additional ferries delivered in June and July; will give continuous service between Harbor Terminal and Causeway Terminal; our engineers are preparing plans for additional warehouses and improving waterfront.\*

Fla., Ocala—Incinerator—City contemplates installing \$20,000 incinerator plant. Address City Clerk. See Financial News—Bond Issues Proposed.\*

Fla., St. Petersburg—Seawall—City, Ernest Kitchen, Director of Public Works, let contract to Raymond Concrete Pile Co., 524 N. E. Fifteenth St. for seawall along north bay shore; estimated cost \$295,000.\*

Fla., Tampa—Terminal, etc.—Negotiations are under way between Port Planning Group, L. L. Carr, Chrmn., and an Eastern concern with a view of acquiring waterfront property and construction of warehouse and terminal system which will cost approximately \$8,000,000 to \$10,000,000; details not completed.\*

Tex., Fort Worth—Swimming Pool—City let contract to T. J. Grady at \$13,780 for municipal swimming pool, 100x150x10 ft., reinforced concrete; bids rejected for bath house; E. W. Van Slyke & Co., Archts., Reynolds Bldg.\*

Tex., Port Arthur—Swimming Pool—City Comsn. will construct swimming pool for chil-

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dren at Bryan Park, Sixteenth and Augusta Aves.

### Miscellaneous Enterprises

Ala., Anniston—Dixie Ice Cream Co. let contract to C. F. Duke, at \$10,000, to remodel lately acquired plant at Tenth and Quintard Sts.

Ala., Birmingham—Birmingham Triple Root Beer Co. incorporated; F. M. King, 1641 N. 31st St.

Ala., Huntsville—Erwin Manufacturing Co., L. O. Erwin, Sec.-Mgr., will erect 50x175-ft. main building, 40x40-ft. dye house and 20x24-ft. boiler room; brick, steel sash, hardwood floor; estimated cost \$14,000; install \$35,000 equipment; receiving bids; daily output 100 doz. 2 piece union suits, 100 doz. fleece suits.\*

Ala., Tuscaloosa—Tuscaloosa Ice Cream Co., Inc., 1800 Greensboro Ave., has plant and machinery all installed, daily output 300 gal. ice cream, 200 gal. whole milk.\*

Ark., Hot Springs—Mountain Valley Bottling Co., capital \$100,000, incorporated; Geo. M. Cox, 3123 State St., New Orleans, La.; August Schaffly of St. Louis; plans erecting bottling and distributing plant at Elm St. and W. Grand Ave.; fireproof, steel and concrete; install machinery for sterilization, handling, filling, etc.

Ark., Little Rock—The Stanley M. Andrews Publishing Co. acquired the Arkansas Homestead; will publish.

Ark., Little Rock—Sani-Sweep Co., capital \$10,000, incorporated; Luther Gordon, Jr., Boyle Bldg.

Fla., Boynton—United Real Estate & Business Syndicate, organized; Edwin J. Miller; will publish magazine. (See Machinery Wanted—Printing Machinery.)

Fla., Clearwater—Ed. A. Haley and associates let contract to Parklapp Construction Co. to erect \$40,000 laundry and dry cleaning plant at Grand Central Ave. and Pinellas St., concrete brick and stucco with steel frame, fireproof, install equipment to care for population of 25,000.

Fla., Fort Lauderdale—The P. & A. Paint Works, Inc., of Rochester, N. Y., reported, plans establishing branch plant.

Fla., Fort Lauderdale—Paradise Chemical Manufacturing Co., capital \$25,000, incorporated; R. W. Adams, Pres.; W. L. Earnshaw, sales Mgr.; leased building, install machinery, all purchased; later probably erect plant.

Fla., Greenwood—See Ice and Cold Storage Plants.

Fla., Melbourne—Melbourne Exposition & Athletic Field, Inc., capital \$100,000, chartered; Zell Matthews, Sec.

Fla., Melbourne—Toilet Articles, etc.—National Manufacturing Co., Jno. W. Harton, advises: Will erect 60x100-ft. new factory building, probably stucco, wood floors, composition roof; this plant was formerly in Tullahoma, Tenn.; has been purchased by Melbourne capital and will be moved as soon as building is completed.\*

Fla., Miami—E. H. Dutcher, 128 N. E. Forty-sixth St., contemplates installing paper scrap and paper plant; will consider second-hand machinery. (See Machinery Wanted—Paper Plant Machinery.)

Fla., Plant City—Walter M. Hatcher and associates reported establish \$50,000 laundry in building at Tever and Wright Sts.

Fla., Polk City—Polk City Chronicle contemplates erecting new building.

Fla., Sebring—City, Wm. E. Parrish, Mayor, will install fire alarm telephone system; receives bids April 27; A. M. Wolfe, City Clerk. (See Machinery Wanted—Fire Alarm System.)

Ga., Columbus—Racine Hotel Co., capital \$25,000, incorporated; J. D. Thomas, Annie V. Thomas.

Ga., Macon—The American Bakeries, 453 Plum St., acquired adjoining site; reported, will erect addition to present plant.

Ga., Macon—The Refrigeration Crate, Inc., acquired building; install equipment, manufacture fillers for peach crates, etc.

Ky., Bowling Green—Pet Milk Co., Boatmen's Bank Bldg., St. Louis, Mo., reported contemplates establishing factory.

Ky., Greenup—Grassell Chemical Co., Guardian Bldg., Cleveland, Ohio, reported acquired 80 acre tract to erect new plant to consist of four units, construction of first unit to begin at once, estimated cost \$4,000,000.

Ky., Louisville—Kentucky Sanitary Bedding Co., 144 N. Fourth St., increased capital, \$6000 to \$20,000.

La., Lake Providence—Laundry—See Land Development.

La., New Orleans—Wm. B. Relley & Co., 640 Magazine St., will erect \$100,000 addition, fireproof, cement floors, slate roof; install \$25,000 equipment for roasting, grinding and blending coffee; Francis J. MacDonnell, Archt., Hibernia Bldg. (See Machinery Wanted—Coffee Plant Equipment.)\*

Md., Baltimore—Medicines—Gilpin Langdon Co., Eagle and Smallwood Sts., will erect 1-story building for laboratory.

Md., Baltimore—Printing, etc.—The Oscar T. Smith Co., Oscar T. Smith, Pres., 407 E. Saratoga St., will erect 2 story and basement building at Curtain and Hargust Sts., install new machinery; to be completed by Aug. 15.

Md., Baltimore—The American Malt Co., John L. Fitzsimons, Pres., acquired building at 1120 Hillen St., containing 45,000 sq. ft. floor space, expending about \$50,000 to remodel and machinery to manufacture malt syrup; soon begin production.

Md., Baltimore—The Superior Credit Co., 201 Park Ave., capital \$20,000, incorporated; Lawton D. Whaley.

Md., Baltimore—Candy—Voneiff-Drayer Co., John Voneiff, Pres., 1604 Harford Road, making 2-story addition to plant; work under way.

Md., Elkton—Contracting—McCool & Sentman, Inc., capital \$20,000, chartered; John W. McCool, Jr., John M. Sentman.

Miss., Biloxi—Dailey Construction Co. incorporated; Geo. F. Dailey, Elmer E. Beach.

Miss., Clarksdale—Sommers Hardware Co., capital \$20,000, incorporated; John E. Sommers, Lang C. Allen.

Miss., Jackson—Winston Dredging Co., capital \$90,000, incorporated; J. L. McCracken, S. A. Redding.

Miss., Jackson—Century Electric Co., capital \$10,000, incorporated; John T. Sharp, Century Bldg.

Miss., Laurel—Smith's Bakery, Gordon Smith, Pres., let contract to Tisdale Construction Co. for \$12,000 bakery, 100x63 ft., brick, wood floors, Johns Manville roof; install \$15,000 equipment; construction begun.\*

Miss., Natchez—Southern Office Equipment Co., capital \$25,000; H. M. Alexander, Clarence Eyrich; temporary location in Natchez Hotel Bldg. until building is emodeled.

Mo., Aurora—Overalls, etc.—O. M. Oberman Manufacturing Co. contemplates enlarging plant, increasing output.

Mo., Butler—Merchandise—J. B. Byars, capital \$25,000, incorporated; J. B. Byars, A. E. Fox.

Mo., Kansas City—Clothing—Pannell, Inc., capital \$10,000, chartered; C. M. Hanley, 314 E. Armour Blvd.

Mo., Kansas City—Knickerbocker Hotel Co., capital \$350,000, incorporated; Charles Kiser, E. G. Stillwagon, Gloyd Bldg.

Mo., Kansas City—Golden Rule Baking Co., 4319 Independence Ave., contemplates building new plant; probable cost \$400,000.

Mo., Kansas City—Printing, etc.—News-paper Distributors, Inc., chartered; Frederick W. Whitten, 3127 Summit St.

Mo., Kansas City—The McFarland Engineering Co., capital \$10,000, incorporated; C. T. McFarland, 5622 Holmes St.

Mo., Kansas City—G. M. Baltis Construction Co., capital \$20,000, incorporated; G. M. Baltis, 3801 Wabash Ave.

Mo., Kansas City—Enterprise Film Corp. of Mo., 115 W. Eighteenth St., chartered; R. F. Winters.

Mo., Marionville—Apple Growers' Vinegar Co., S. P. Lidell, Sec.-Mgr., building new plant; main building 60x110 ft., 2-story and basement, concrete and tile, wood floor, composition roof; boiler room and apple drier in addition; estimated cost \$20,000; construction by owners; install hydraulic presses, graters, conveyors, etc. (See Machinery Wanted—Vinegar Plant Equipment; Conveyors; Hydraulic Presses; Tanks; Bottling Machines.)\*

Mo., Springfield—Gospel Publishing Co., Lyons and Pacific Sts., plans erecting \$25,000 plant addition, 28x90 ft., fireproof, brick, tile and concrete, heavy construction to accommodate printing machinery; will probably install book bindery in plant.

Mo., St. Louis—Ben Hur Erection Co., capital \$100,000, incorporated; W. N. Brown, 4006 National Bldg.

Mo., St. Louis—Sydney Cleaning & Dyeing Co. incorporated; Annie Gottlieb, 5463 Delmer St.

Mo., St. Louis—Fresco Drug Co., Inc., capital \$10,000, chartered; Ben Weidle, 3917 Cottage St.

Mo., St. Louis—Friedman Knitwear Co., Fourteenth and Washington Sts., capital \$12,500, chartered; Jos. E. Friedman.

Mo., St. Louis—Phoenix Construction Co., 402 Calumet Bldg., chartered; Jas. H. Absalom, Jr.

Mo., St. Louis—St. Louis Aircraft Co., capital \$10,000, incorporated; Harry H. Knight, 4931 Lindell Blvd.

Mo., St. Joseph—The Judson Engineering & Construction Co. chartered; W. B. Norris, 212 Corby-Forshee Bldg.

Mo., St. Louis—E. A. Brunson Construction Co., capital \$10,000, incorporated; P. A. Groszold, 518 Fullerton Bldg.

Mo., St. Louis—Lamps, etc.—Jack Edwards, Inc., capital \$50,000, chartered; P. H. Chapman, 3518 Dodler St.

Mo., St. Louis—Norman Clothing Co., 4057 Chouteau St., capital \$10,000, incorporated; Geo. S. Fleishman.

Mo., St. Louis—Engineering, etc.—Walter P. Manske & Geo. R. Bartling, Inc., chartered; Walter J. Vredenburg, 5553 Terry Ave.

Mo., St. Louis—Gerst Bros. Meat Co., 3823 Lucky St., has permit for \$60,000 addition to packing plant, 2-story, 100x240 ft.; construction by owner.

Mo., St. Louis—Advertising Display Cards—Artad Corp., chartered; Edward P. Stauder, 3281 Gustine St.

N. C., Charlotte—The Charlotte Observer, Curtis B. Johnson, Pres., let contract to J. A. Jones Construction Co., Realty Bldg., Charlotte, for 3 story and basement, 50x185 ft., brick and limestone building at S. Tryon and W. Stonewall St.; also have L-shaped wing; estimated cost \$400,000; Lockwood, Greene & Co., Archts. and Engrs., Johnston Bldg.

N. C., Charlotte—The Queen City Printing Co., 14 E. Fourth St., let contract to J. L. Mallonee for 2-story and basement printing plant, 61x166 ft., fireproof construction.

N. C., Charlotte—Charlotte Paint Co., Inc., capital \$100,000, chartered; S. A. Robinson, 509 E. Ninth St.

N. C., Forest City—The Brewer Press, Inc., capital \$10,000, chartered; John R. Norris, J. R. Chambers.

N. C., Henderson—J. B. Cullins of Raleigh, N. C., Pres. Cullins Chain Co., acquired plant equipment and supplies of the Henderson Steam Laundry and Henderson Damp Wash Laundry; will operate.

N. C., Norlina—Mercantile—Hawks & Williams, Inc., capital \$25,000, chartered; T. T. Hawks, J. P. Williams.

N. C., Thomasville—Drug Stores, etc.—Jones & Green, Inc., capital \$25,000, chartered; Paul Green, Dolan Jones.

N. C., Winston-Salem—Merchandise—The Forsyth Sales Corp., capital \$20,000, chartered; Alfred Cohn, N. Liberty St.

Okla., Oklahoma City—New State Shirt & Overall Manufacturing Co., capital \$35,000, incorporated; Harry H. Moerschel, 1316 W. 16th St.

Okla., Tahlequah—Hotel Thompson Co., capital \$30,000, incorporated; J. P. Thompson, C. A. Hatfield.

Okla., Tulsa—Quick Plumbing Service, Inc., chartered; Phillip J. Kramer, 1224 E. 17th Place.

S. C., Great Falls—Ruff Construction Co., capital \$30,000, incorporated; T. W. Ruff, Sr., T. W. Ruff, Jr.

Tenn., Bristol—Hollister Mills of Tennessee, Inc., chartered; Edward C. Bailly, Pres., White Plains, N. Y.; Fredrick G. Bastain, Sec., Brooklyn, N. Y.; manufacture cloth, paper, leather, etc., for book covers.

Tenn., Chattanooga—Morris Optical Co., 205 Van Deman Bldg., incorporated; L. A. Morris, E. L. Duclos.

Tenn., Chattanooga—The Tafel Electric Co., Paul S. Tafel, Pres., 329 W. Main St., Louisville, Ky., reported leased 3-story building at 615 Broadway for branch; will remodel, install initial stock of about \$75,000 supplies, specializing in Westinghouse Electric & Mfg. Co., electric supplies and Radio Corp. of America products; Sydney Stineau, gr.

Tenn., Columbia—Clothing—Volunteer Manufacturing Co., Eugene Anderson, Pres., moving plant from Nashville; will operate.

Tenn., Johnson City—Tennessee Septic Tank Co., capital \$25,000, incorporated; C. L. Heaberlin, Howard Phipps.

Tenn., Memphis—Memphis Steam Laundry Co., 941 Jefferson St., capital \$90,000, chartered; L. K. Thompson.

Tenn., Newbern—J. E. Conway, Mgr., Newbern Ice Co., Memphis, reported establish creamery and ice cream plant.

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Tenn., Johnson City—American Cigar Box Co. will expend \$25,000 on improvements and extensions; install additional equipment.

Tenn., Knoxville—Free Press Publishing Co., capital \$50,000, incorporated; W. S. Nash, 522 W. Main Ave.; publish daily paper.

Tenn., Knoxville—Standard Glass Co., 302 N. Broadway, capital \$12,000, incorporated; T. W. Wright, Jr., 923 S. Ninth St.

Tenn., Nashville—Printers, etc.—Brandau-Craig-Dickers Co., 309 Fifth Ave., let contract to E. G. Holladay Co., 151 Fourth Ave. N., for building on Tenth Ave., 2 story, 100x178 ft., brick and steel, stone trim; Donald Southgate, Archt., Stahlman Bldg.

Tex., Corsicana—Hicks Rubber Co., capital \$20,000, incorporated; D. T. Hicks, W. R. Echols.

Tex., Dallas—El Ann Bakery, Inc., capital \$10,000, chartered; Frank Fay, 5108 Victor St.

Tex., Dallas—Contractors—Beaton, Tong & Beaton, 1305 Main St., incorporated; Ralph A. Beaton, L. G. Tong.

Tex., Dallas—Oak Cliff Furniture & Storage Co., capital \$10,000, incorporated; J. F. Ruppre, 817 W. Tenth St.

Tex., Dallas—Merger of United Fidelity Life Insurance Co., Texas & Pacific Bldg., and Texas Mutual Life Insurance Co., Central Bank Bldg., approved; continue existing business.

Tex., Edinburg—Richmond Plumbing Co., Inc., capital \$10,000, chartered; G. W. Richmond, Tom Faires.

Tex., Fort Worth—Builders Material Co. incorporated; E. F. Springer, L. G. Jordan.

Tex., Fort Worth—A. A. Bottling Co., capital \$25,000, incorporated; Chas. T. Rowland, W. T. Waggoner Bldg.

Tex., Fort Worth—Bunker Printing Products Corp., capital \$1,000,000, incorporated; Chester R. Bunker, 111 E. Sixth St.

Tex., Galveston—Real Shine Co., Inc., 2601 A St., increased capital, \$25,000 to \$35,000.

Tex., Houston—R. S. Sterling, 600 Travis St., has permit for \$10,000 addition to Post-Dispatch Publishing Co.'s plant at Polk and Dowling Sts.; reinforced concrete, hollow tile and brick.

Tex., Houston—Ingleside Channel & Dock Co. incorporated; J. C. Dodds, 3405 Audubon St.

Tex., Houston—R. J. Seaman, Asst. General Mgr., Chamber of Commerce, advises: The Best-Clymer Co., 425 W. Davis St., St. Louis, Mo., are interested in an attempt to create a \$225,000 central fig preserving plant in Houston, all financing to be done by Houston people.\*

Tex., Houston—Phenix Dairy Co., 1502 Heiner St., let contract to J. B. Townsend, West Bldg., for new plant at Polk and Smith Sts., estimated cost \$125,000; R. D. Steele, Archt., First National Bank Bldg.

Tex., Houston—Rogers Asbestos Co. increased capital, \$40,000 to \$80,000.

Tex., Nocona—Nocona Boot Co., capital \$10,000, incorporated; J. L. Stelzer, E. D. Keller.

Tex., San Antonio—Confections—Stroeck Manufacturing Co., capital \$10,000, incorporated; Otto Stroeck, Wm. S. Stroeck.

Tex., San Antonio—Texas Vegetable Oil Co., capital \$50,000, incorporated; F. E. Middleton, 115 Paschal St.

Tex., San Antonio—Candles—G. A. Duerler Manufacturing Co., 224 Commerce St., receiving bids for 6-story and basement factory building on Camp St., brick and reinforced concrete; Herff & Jones, Archts., San Antonio Loan & Trust Bldg.

Tex., Sinton—American Bottling Co., 1009 Leopard St., main office Corpus Christi, contemplates building 30x60-ft. warehouse, 20x26-ft. garage and later factory building to serve as distributing point.

Tex., Taylor—Pickoff Bottling Co., capital \$12,000, incorporated; H. Pickoff, Ben Winfield.

Va., Chilhowie—The Vance Co., Inc., changed name from Chilhowie Hardware & Supply Co., Inc.; increased capital, \$200,000 to \$300,000.

Va., Lynchburg—Building Materials—Kinler Co., Inc., capital \$60,000, chartered; W. W. Coffey, 820 Floyd St.

Va., Lynchburg—Virginia Art Goods League, Inc., Mamie E. Rohr, Pres., Loft Bldg., has space in Loft Bldg., manufacture leather and fabric art specialties. (See Machinery Wanted—Leather Finishing Machines; Rubberized Materials, etc.)\*

Va., New Market—Endless Caverns, capital \$150,000, incorporated; Col. E. T. Brown.

Va., Petersburg—Titmus Optical Co., J. A. Rucker, Pres., increased capital, \$50,000 to \$200,000.

Va., Roanoke—Star Bottling Co., Inc., chartered; D. W. Moomaw, R. F. D. No. 2, Williamson Rd.

Va., Richmond—Bagging, Cotton Patches, etc.—Old Dominion Manufacturing Co., Inc., Nathan Flax, V.-P.-Sec., Box 223, will establish cleaning and washing plant, install cleaning, washing and sewing machinery. (See Machinery Wanted—Bag Cleaning and Washing Machines; Sewing Machines.)\*

Va., Scottsville—Scottsville Chamber of Commerce, T. E. Bruce, Chmn. of Industrial Committee, interested in establishing small pulp wood mill. (See Machinery Wanted—Pulp Wood Machinery.)

W. Va., Bluefield—Cole Baking Co., capital \$250,000, organized to operate the Bluefield Bakery, White House Bakery of Northfork, W. Va. and Princeton Home Bakery at Princeton.

W. Va., Clarksburg—Engineering—Standard Application Co., capital \$50,000, incorporated; Fred R. Jones, R. G. Martin.

W. Va., Huntington—The Owens Bottle Co. of Toledo, Ohio, wires: No definite plans made for plant at Huntington; should we decide to go ahead, Devore Co. of Toledo will be Engrs.\*

### Motor Bus Lines and Terminals

Ala., Birmingham—Alabama Bus Co. incorporated; R. A. Alford, Grove Park.

N. C., Charlotte—Frederickson Motor Express Lines, Inc., capital \$150,000, chartered; Chas. E. Frederickson, 21 S. College St.

Okla., Woodward—Fred E. Peery, Jr., Pres., Woodward & Guyman Stage Line, 411 Sixteenth St., establish bus line, about 165 mi. (See Machinery Wanted—Motor Buses.)\*

Va., Bristol—Truck Transfer Co. contemplates operating freight line from Bristol to Boone, N. C., via Damascus, Va.

Va., Wytheville—Moore Brothers Bus Line, Inc., chartered; W. T. and Bent Moore; operate bus line between Bluefield and Wytheville.

### Motor Cars, Garages, Filling Stations

Ala., Mobile—Mobile Motor Sales Co., Inc., C. R. Pieper, leased building; will probably build later.\*

Ala., Montgomery—Monsky & Aronow have permit for erection \$10,000 garage at 226 Moulton St., 1-story, brick.

Ark., Fort Smith—D. T. Sutton, Mgr., Sutton Chevrolet Co., will occupy new building at N. Eighth and A Sts.; structure to be erected by C. B. Johnson and W. L. Curtis, First National Bank Bldg., construction to begin at once; estimated cost \$12,000.

Fla., St. Petersburg—St. Petersburg Motors Co., T. M. Kelly, Gen. Mgr., 264 Second St., reported, let contract to B. F. Walker & Sons for \$100,000 motor sales and service building cor. Third St. and Fourth Ave., 98x98 ft., steel and tile.\*

Fla., Tampa—M. Lopez, 20th St. and 15th Ave., has permit for \$10,000 garage on Michigan Ave.

Ga., Macon—George Darnell, Pres., Darnell Motor Co. of Atlanta, Ga., leased 2-story at 713 Third St.; will remodel for store rooms and service department.

La., New Orleans—J. Thomson & Brothers, Ltd., W. B. Thomson, Pres., 223 S. Rampart St., reported plans erecting \$100,000 auto repair plant, 5-story, concrete, fireproof, daylight building; stucco, cast stone trim and granite, marble base, steel windows; first, second and third floors will be used for complete service garage and storage of cars; install on fourth and fifth floors complete machine shop to repair automobiles, wagons, etc.; also battery charging units and gasoline pumps, wash racks, automobile cleaning equipment, etc.

La., New Orleans—F. P. Dufrechon, 205 Balter Bldg., has permit for \$14,000 oil station and garage.

Miss., Natchez—North American Tire Co., incorporated; L. T. Griffin, L. B. Brown.

Miss., Vicksburg—Texas Oil Co., Fairground, let contract to Tom Stout for grading site preparatory to erecting filling station cor. First North and Clay Sts., building under supervision of B. F. Miller, Const. Supt.

Mo., Kansas City—Stearns Motor Co., capital \$100,000, incorporated; A. E. Smith, 5629 E. Tenth St.

Mo., St. Louis—Municipal Tire Co. incorporated; Nat Fry, 6603 University Drive.

N. C., Asheville—J. M. Geary, Jackson Bldg., representing the Lange Estate, reported contemplates building 5-story automobile hotel on Market St.; build ramps instead of elevators; plans not completed; estimated cost \$100,000; Spoon, Lewis & Camp, Boston, Mass., Engrs.

N. C., Rockingham—Jenkins-Tucker Buick Co., capital \$100,000, chartered; J. W. Jenkins, M. L. Tucker.

N. C., Lenoir—Hunt Gwyn Motor Co., capital \$100,000, incorporated; N. H. Gwyn, F. N. Blackwell.

N. C., Raleigh—Motor Service Co., 310 S. Salisbury St., soon let contract for \$100,000 service building cor. S. Salisbury and Davie St., 3 story, 90x151 ft., with storage space for 400 cars; concrete and steel, concrete floors, fireproof throughout; will be occupied by Perin W. Gower, Pres. Stutz Automobile Agency.

S. C., Batesville—Twin City Motor Co. incorporated; J. B. Holman, E. M. Ussery.

S. C., Greer—The American Securities Co., R. A. Dobson, Pres., let contract to M. B. Bass for \$20,000 garage on Emma St.; 2-story, 40x125 ft., brick.

Tenn., Chattanooga—Citizens Auto Co., Highland Park Ave., has permit for \$20,000 garage and warehouse, 1-story, 135x100 ft.

Tex., Beeville—The Hunt Auto Co. let contract to Martin & Pechenough for 50x68-ft. addition for 3 drive-in filling station.

Tex., Honey Grove—Rowton Chevrolet Co. incorporated; D. W. Rowton, C. H. Woods.

Tenn., Memphis—Automobile Piston Co., capital \$25,000, incorporated; E. F. Ackery, F. T. Folkes.

Tenn., Memphis—National Ford Dealers Service Corp., capital \$100,000, chartered; Thomas Thompson, Central Bank Bldg.

Tex., Beaumont—Friend Motor Co., capital \$25,000, incorporated; R. W. Carpenter, 946 Fonville St.

Tex., Hillsboro—Hogg & Cagle let contract to Ab Galbraith at \$12,000 for garage, 1-story, 45x100 ft., concrete and brick.

Tex., Houston—A. H. Schubert has permit for \$17,000 filling station on Caroline St., reinforced concrete.

Tex., Sinton—See Miscellaneous Enterprises.

W. Va., Huntington—James J. Weiler & Sons, 202 Elm St., Huntington, have contract for structural steel for the C. W. Starcher building to be erected at Fourth Ave. and Second St.; structure used for battery service station.

W. Va., Huntington—Thackston Bros. Tire Co., J. A. Thackston, Sr., Pres., 618 Tenth St., let contract to H. Persun, Seventh Ave., for \$15,000 sales and service building, 1-story, 30x120-ft., brick, cement floors; has equipment.\*

### Railway Shops and Terminals

Fla., Perry—Atlantic Coast Line R. R. Co., J. E. Willoughby, Ch. Engr., 1902 Market St., Wilmington, N. C., reported contemplates locating shops at Perry.

### Roads, Streets and Paving

Large sums are being expended for roads, streets and paving in connection with Land Development operations. Details will be found under that classification.

### Proposed Construction

Alabama—State Highway Comm., Montgomery, receives bids May 19 for two roads: Macon County, 14 mi. road, Tuskegee to Ft. Davis, 106,200 cu. yd. excavation, 55,469 lbs. reinforcing steel in culverts, 32,750 cu. yd. gravel surfacing; Monroe County, 17.52 mi. Camden to Monroeville, 110,000 lbs. reinforcing steel, 44,000 cu. yd. gravel surfacing; W. A. McCalla, State Highway Engr.

Ala., Birmingham—City Comm. receives bids soon to pave Twenty-fourth St. low level drives along viaduct, estimated cost \$10,000; A. J. Hawkins, City Engr.

Ala., Eufaula—City, H. H. Conner, Mayor, receives bids May 18 for 67,000 sq. yd. street paving, with necessary drainage, curbs, curb and gutter; plans from T. C. Doughtie, City

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Clk., and H. S. Jaudon Engineering Co., Elberton, Ga.

Ark., Marshall—Searcy County Comms. plan 6 mi. grading, Snowball to top of Witt Springs Mountain.

Ark., Texarkana—Miller County Highway Comms., F. W. Hodfenhauser, Commr., plan hard surface highway from Texarkana to Fulton, part of Bankhead Highway.

Fla., Jacksonville—Duval County Comms. receive bids soon to complete St. Augustine road, pave Third Ave., Jacksonville Beach, and approaches to seven bridges: On Hogan, Silversmith, Pablo, Six Mile on Kings road, Six Mile on Moncrief road, McGirts Creeks and Trout River.

Fla., Moore Haven—Glades County Comms. authorized extension road from Brighton to Prairie Canal, through Alford City, and on to Moore Haven.

Fla., Ocala—City plans street improvements. Address City Clk. See Financial News—Bond Issues Proposed.

Fla., Winter Park—City, C. Fred Ward, Mayor, plans street paving; E. F. Bellows, City Clk.

Ga., Adel—City, J. J. Parrish, Mayor, receives bids Apr. 29 for 8441 sq. yd. 6-in. plain concrete, sheet asphalt, 4-in. base, asphaltic concrete or penetration macadam, 3720 lin. ft. combined concrete curb and gutter, 2568 sq. yd. sidewalk; plans from City Clk. or J. B. McCrary Engineering Corp., Atlanta.

Ga., Atlanta—Fulton County Comms., Virlyn B. Moore, Commr., plan expending about \$50,000 to concrete 2 mi. Marietta road, from stockyards to Inman Yards.

Ga., Cairo — State Highway Dept., East Point, will let contract probably in June to pave State Route No. 35, Lone Star Trail, Grady County.

Ga., Dalton—City Com. plans paving about 1 mi. Morris St., Hamilton St. to Fifth Ave.

Ga., Waycross—State Highway Board, East Point, may receive bids in May to hard surface highway from Waycross to Blackshear.

Kentucky—State Highway Comn., Frankfort, received low bids for 3 roads: Lincoln County, 3.8 mi. Liberty-Houstonville, Cundiff & Carrigan, Liberty, gravel, \$71,451; waterbound macadam, \$98,516; bituminous macadam, Moynahan & Turner, Nicholasville, \$121,880; 7.3 mi. Houstonville-Danville, waterbound macadam, Connelly Construction Co., Somerset, \$129,048; bituminous macadam, \$156,542; Scott County, 3.5 mi. Georgetown-Paris, waterbound macadam, J. S. Lancaster, Georgetown, \$39,522; bituminous macadam, R. B. Tyler, 114 S. Fourth St., Louisville, \$56,321.\*

Ky., Bardwell—Carlisle County Court plans road from Bardwell to Ballard County line. Address County Comms.

Ky., Carlisle—State Highway Comn., Frankfort, receives bids in May to rebuild 4.2 mi. Carlisle-Sharpsburg Turnpike, from Miranda to Moorefield; Paul D. Darnall, County Judge.

Ky., Cynthiana—Harrison County Comms. plan road building. See Financial News—Bond Issues Proposed.

Ky., New Castle—Henry County Fiscal Court plans road building; cost \$400,000. See Financial News—Bond Issues Proposed.\*

La., Baton Rouge—City Com. received low bid from Southern Roads Co., Cangelosi Bldg., at \$41,447 for hard surfacing additional streets.\*

La., Baton Rouge—East Baton Rouge Parish Police Jury plans graveling streets and laying curb and gutter in Edgewood Lawn, cost \$22,000. See Financial News—Bond Issues Proposed.

La., Coushatta—Louisiana Highway Comn., Baton Rouge, receives bids May 4 to furnish gravel and build 2 roads in Red River Parish: Sec. B, 8.88 mi., from Natchitoches-Red River Parish line, about 4 mi. from Grappes Bluff, to point near L. R. & N. Co. crossing, Coushatta; Sec. C, .92 mi. from end Section B to L. R. & N. Co. crossing, Coushatta; plans on file; W. B. Robert, State Highway Engr.

La., Hahnville—Louisiana Comn., Baton Rouge, received low bid from S. T. Hulise, Destrehan, at \$9982 for 3.14 mi. gravel New Hope-Good Hope Highway, St. Charles Parish.\*

La., New Roads—Louisiana Highway Comn., Baton Rouge, receives bids May 11 to furnish gravel and build 2.64 mi. New Roads-St. Francisville Highway, from point north of New Roads to St. Francisville Ferry landing, Pointe Coupee Parish; plans on file; W. B. Roberts, State Highway Engr.

La., Oakland—State Roads Comn., 601 Gar-

rett Bldg., Baltimore, received low bid from T. D. Claiborne & Co., Garrett Bldg., Baltimore, for 2.05 mi. concrete, Red House, Garrett County, on Northwestern Turnpike to West Virginia line.\*

Maryland—State Roads Comn., 601 Garrett Bldg., Baltimore, receives bids May 4 for 6 roads: Washington County, 2.4 mi. macadam resurfacing, between Williamsport and Lappans, Cont. W-45; Frederick County, 1.2 mi. macadam resurfacing, between Myersville and Ellerton, Cont. F-60; Baltimore County, 2 mi. concrete, along Falls road, Butler to Blackrock, Cont. B-78; Cecil County, 1 mi. concrete, Port Deposit to Cathers Corner, Cont. Ce-55; Wicomico County, 1.44 mi. concrete, Mt. Nebo Church to Quantico, Cont. W1-34; Worcester County, 1.75 mi. concrete, between Snow Hill and Whiton, Cont. Wo-37; plans on file; L. H. Stuart, Sec.; John N. Mackall, Chmn.

Md., Baltimore—Board of Awards receives bids Apr. 28 to grade, curb and pave with 8600 sq. yds. cement concrete, streets in Cont. No. 333; 10,610 sq. yds. sheet asphalt, Cont. No. 334; 7800 sq. yds. sheet asphalt, Cont. No. 335; also grading and paving with cement concrete footways in Footway Cont. No. 92; plans on file; Stuart Purcell, Highways Engr.; B. L. Crozier, Ch. Engr., Howard W. Jackson, Mayor.

Md., Baltimore—Board of Awards received low bid from P. Planigan & Son, Inc., Harford road and B. & O. R. R., \$96,756, to pave streets in Cont. No. 326; J. J. Bresnan & Co., 1616 N. Bank St., \$54,201, streets in Cont. No. 327; American Paving & Contracting Co., Montebello Ave. and B. & O. R. R., \$52,085, for Cont. No. 328; Arundel Construction Co., Knickerbocker Bldg., \$24,674, to grade and pave with cement concrete alleys in Alley Cont. No. 119.\*

Miss., Gulfport—Harrison County Board of Suprvs., Eustis McManus, Clk., plans road improvement in 5 Beats: No. 1, resurface sections Howard Ave., build bridge across Back Bay at Popp Ferry, gravel roads, from Beach road to Pass Christian; No. 2, widen and repave Beach Highway to 24 ft., pave section Beach road, pave and gravel roads leading from Gulfport, and laterals; No. 3, paved road, Delisle to Hancock County line, via Shell Beach, widen bridges on Delisle road; Nos. 4 and 5, gravel roads. See Financial News—Bond Issues Proposed.

Missouri—State Highway Dept., Jefferson City, receives bids Apr. 30 for 13, 18 and 9-ft. concrete roads, graded earth and bridge: Ralls County, 7 mi. Route 9, New London south, toward Pike County line; Pike County, 8 mi., Route 9, Ralls County line to McCune Station; 8 mi. Route 9, between Bowling Green and Eolia; St. Charles County, 6 mi. Route 9, Lincoln County line, south to Wentzville; Franklin County, Route 12, between Union and connection with Route 14, part to be 14-ft. gravel road; Linn County, 7 mi. Route 8, Brookfield to Route 5; Randolph County, 10 mi. Route 7, Moberly toward Boone County line; Pettis County, 3 mi. Route 3, north of Sedalia; Bates County, 12 mi. Route 1, south from Butler toward Vernon; Vernon County, Route 1, north from Nevada to Bates County line; Saline County, Route 20, between Marshall and Stater, including 2 sections 18-ft. gravel; Boone County, Route 7, Columbia north to Randolph County line, alternate of 9-ft. brick on concrete base; Oregon County, bridge with gravel approach, Alton-Thayer Highway; Franklin County, graded earth, Route 14, east of Gray's Summit; B. H. Piepmeyer, Ch. Engr.

Mo., Jefferson City—City receives bids soon to surface Lee St. from Moreau Drive to Dockery St. with penetration bituminous macadam. Address City Clk.

Mo., Mexico—City plans paving North Wade St. and Robinson St. Address City Clk.

Mo., St. Louis—Board of Public Service received low bids from Granite Bituminous Paving & Construction Co., Railway Exchange Bldg., at \$204,334 to pave with Warrenite bitulithic Lindell Blvd., Spring Ave. to Kings-highway Blvd.; Walnut St., Eyerman Construction Co., 1216 S. Grand St., \$50,313; Compton Ave., Central Paving & Construction Co., 6161 Maple St., \$32,923; Nashville Ave., Webb-Boone Construction Co., \$10,418; Clark Ave., C. A. Moreno, Syndicate Trust Bldg., \$52,174; Cook Ave., Trinidad Asphalt Manufacturing Co., Title Guarantee Bldg., \$52,363; Cook Ave., at \$12,050; California Ave., C. A. Moreno, \$57,98; Botanical Ave., Webb-Boone Paving Co., 5103 Fyler St., \$20,922; Plover Ave., Bridges Asphalt Paving Co., Buder Bldg., \$22,942; grading Grand Blvd., J. B. Garrison, \$12,159.\*

Mo., St. Louis—Board of Public Service receives bids May 4 to rebuild Connecticut

and Wyoming Sts.; plans from Pres., Room 300 City Hall.

North Carolina—State Highway Comn., Raleigh, receives bids May 4 for 14 roads, totaling 149 mi., and 2 bridges: Wilson County, 10.18 mi. hard surface; Beaufort County, 9.03 mi. hard surface; Stokes County, 6.98 mi.; Buncombe County, 5.63 mi.; Northampton County, 14.76 mi. topsoil; Bladen County, 14.36 mi. sand asphalt; Rowan County, 13.59 mi. grading and structures; Jones County, 11.55 mi. grading and structures; Robeson County, 10.51 mi. grading and structures; Catawba County, 9.88 mi. grading and structures; Iredell County, 9.72 mi.; Bladen County, 12 mi. gravel; Nash County, .36 mi.; Cumberland County, 1.45 mi. hard surface; Polk County, bridge south of Tryon; Chatham County, bridge.

N. C., Asheville — City Comn., John H. Cathey, Mayor, contemplates grading and paving Alleen St. and laying sidewalks on Timothy and Charles Sts.

N. C., Charlotte—City Comms. plan street widening, including Fourth, from Brevard to Sugaw Creek; West Third, Tryon to Mint; North Graham, railway bridge to Fourteenth to Liddell.

N. C., Rutherfordton—City, J. F. Flack, Clk., receives bids May 4 for 12,000 sq. yd. concrete pavement, 8000 lin. ft. integral curb, 8x10-ft. reinforced concrete culvert; plans on file and from Carolina Engineering Co., 917 Johnston Bldg., Charlotte; G. H. Bishop, Conslt. Engr.

N. C., Spindale—City, H. A. Biggerstaff, Clk., receives bids May 4 for 5000 sq. ft. concrete sidewalks, 1700 lin. ft. curb and gutter; plans on file and from Carolina Engineering Co., 917 Johnston Bldg., Charlotte; G. H. Bishop, Conslt. Engr.; S. E. Elmore, Mayor.

Okla., Bristow—City, G. L. Manning, Clk., plans expending \$60,000 for paving; H. E. Musson & Co., Engrs., Grain Exchange Bldg., Oklahoma City.

Okla., Oklahoma City—City, M. Peshek, Jr., Clk., receives bids May 11 for one course concrete paving, Catalpa St.; B. M. Hart, City Engr.

S. C., Pickens—City, G. C. Christopher, Clk., receives bids April 29 for about 7000 sq. yd. street paving, curb and gutter, grading, storm sewerage and intakes; plans from Harwood Beebe Co., Engrs., Spartanburg; C. L. Cureton, Mayor.

Tenn., Clarksville—City, W. B. Young, Recorder, plans about 11,434 sq. yd. hard stone base. Kentucky rock asphalt top paving; H. M. Cooley, Mayor. See Financial News—Bond Issues Proposed.

Tenn., Erin—Houston County Quarterly Court plans improving 2 roads; cost \$150,000. See Financial News—Bond Issues Proposed.

Tenn., Greeneville—Greene County Comms. plan road from foot of Clinch Mountain, north of Mooresburg to Hancock County line. See Financial News—Bond Issues Proposed.

Tenn., Greeneville—Greene County Comms. plan building Lonesome Pine Trail Road to Hawkins County line. See Financial News—Bond Issues Proposed.

Tenn., Jackson — City, J. G. Neudorfer, Commr. of Public Utilities, receives bids Apr. 24 to improve East Preston and East Baltimore Sts.; about 10,500 sq. yd. concrete paving, 3100 lin. ft. concrete curb and gutter, storm sewers and inlets.\*

Tenn., Newport—Cocke County Comms. plan 6 mi. road from near Del Rio to point on North Carolina State line; estimated cost \$36,000. See Financial News—Bond Issues Proposed.

Tenn., Rogersville — Hawkins County Comms. plan building Lonesome Pine Trail, Rogersville to Green County line. See Financial News—Bond Issues Proposed.

Texas—State Highway Dept., Hal Moseley, Chmn., Austin, receives bids May 13 for 3 roads: Rusk County, 3.522 mi. grading and drainage structures, Highway No. 64, Chapman to Panola County line, 38,140 cu. yd. excavation and borrow 12,717 lbs. reinforcing steel; 4.877 mi. grading and drainage structures, Highway No. 26-A, 67,450 cu. yd. excavation and borrow, 14,229 lbs. reinforcing steel; Carl R. Newton, Res. Engr.; Williamson County, 14.68 mi. bituminous macadam surface treatment, State Highway No. 2, Georgetown to Bell County line, 147,590 sq. yd. surfacing; plans from A. C. Love, State Highway Engr.

Tex., Albany—Shackelford County, Richard Dyess, County Judge, plans 13.69 mi. grading and bridges, Highway No. 18; J. E. Pirie County Engr.

Tex., Beaumont—Jefferson County, B. B.

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Johnson, Judge, plans Galveston-High Island road, including improvement of present road to McFaddin Beach.

Tex., Belleville—Austin County C. D. Duncan, County Judge, plans 9.16 mi. gravel and waterbound macadam surfacing, with asphalt top, Highway No. 36, Rosenberg-Belleville Road, from Fort Bend County line to Northwest line Road Dist. No. 3; estimated cost \$170,000; Herbert Schroeter, County Engr.

Tex., Burnet—State Highway Dept., Hal Moseley, Chmn., Austin, receives bids April 29 for 45 mi. grading and drainage structures, State Highway No. 74, Burnet County, Briggs to Lampasas, 7140 cu. yd. excavation; plans on file and from Div. Engr.; R. J. Hank, State Highway Engr.

Tex., Decatur—Wise County receives bids May 10 for 7.765 mi. grading and drainage structures, Highway No. 39, from point 4 mi. northwest of Bridgeport to Sandy Creek; 88,232 cu. yd. excavation and borrow; 101,750 lbs. reinforcing steel; H. R. Hays, County Engr.\*

Tex., Fort Worth—City, O. E. Carr, Mgr., received low bid from Smith Brothers, American National Bank Bldg., at \$29,884, to pave 4 streets.

Tex., Galveston—Galveston County, E. B. Holman, Judge, plans improving Port Arthur-Galveston road from Port Bolivar to High Island; cost \$150,000; C. C. Washington, Engr. See Financial News—Bond Issues Proposed.

Tex., Galveston—Galveston County, E. B. Holman, County Judge, plans improving 3 roads: Grading, bridges and shell shoulders, widening and paving with concrete pavement, State Highway No. 6, from Galveston, northwest, estimated cost \$165,000; 3.31 mi. grading, widening, shell shoulders and concrete pavement, Highway No. 6, Houston-Galveston Highway, League City to Dickinson, estimated cost \$150,000; 4.84 mi. grading, widening, surfacing with concrete pavement and shell shoulders, Highway No. 6, Houston-Galveston road, from point 1.7 mi. north of La Marque to point about 1.5 south of Dickinson, estimated cost \$196,000; C. C. Washington, County Engr.

Tex., Georgetown—Williamson County, F. D. Love, County Judge, receives bids soon for 6.01 mi. sledged stone base, Highway No. 2-B, between Hutto and Round Rock; estimated cost \$40,000; M. C. Welborn, County Engr.

Tex., Groveton—Trinity County, Fred J. Berry, County Judge, receives bids soon for 19.05 mi. grading and bridges, Highway No. 94; J. O. Booker, County Engr.

Tex., Jefferson—State Highway Dept., Hal Moseley, Chmn., Austin, approved plans for 2½-in. bituminous macadam surface on 8-in. iron ore top soil base course on 3 roads in Marion County: 3.56 mi., estimated cost \$52,408; 7.57 mi., estimated cost \$91,200; 1.22 mi., estimated cost \$23,000; T. B. Warden, County Engr.

Tex., Lagrange—Fayette County, Thos. W. Luders, County Judge, plans 6 mi. grading, bridges and gravel surfacing Highway No. 44, estimated cost \$119,400; R. E. Schiller, County Engr.

Tex., Memphis—Hall County, A. C. Hoffman, County Judge, receives bids May 10 for 3.147 mi. grading and bridges, Highway No. 5, estimated cost \$42,700; C. L. Hasie, County Engr.

Tex., Sweetwater—State Highway Dept., Hal Moseley, Chmn., Austin, receives bids Apr. 29 for 9.098 mi. grading and drainage structures, State Highway No. 7, Nolan County, 25,966 lbs. reinforcing steel; plans on file and from John A. Focht, County Engr.; A. C. Love, State Highway Engr.

Tex., Uvalde—Uvalde County, H. C. King, County Judge, plans 8.60 mi. grading and bridges, Highway No. 55, La Pryor road; Mack B. Hodges, County Engr.

Virginia—State Highway Comm., H. G. Shirley, Chmn., Richmond, received low bids for 2 roads, bridge and underpass: Princess Anne County, widen 14.79 mi., Route 10, from West corporate limits of Virginia Beach to Norfolk, Bags & Wingo, Richmond, at \$143,586; Charlotte County, 1.998 mi. soil road, Route 20, from point west of Phoenix, west, also reinforced concrete bridge over Louise Creek, Peacock & Hester, Greensboro, N. C., \$30,477; Fairfax County, underpass U. S. Army R. R. at Accotink, Route 31, 65-ft. deck girder, superstructure complete, Atlantic Bridge Co., Greensboro, \$7153.\*

Va., Falls Church—Town plans expending \$60,000 for 15 mi. roads. Address Town Clk.

Va., Halifax—State Highway Dept., H. G. Shirley, Chmn., Richmond, appropriated

\$75,000 to grade and gray-soil 6 mi. road between South Boston and Cluster Springs.

Va., Luray—State Highway Comm., H. G. Shirley, Chmn., Richmond, receives bids May 4 for 4.65 mi. bituminous macadam road, Route 21, Page County, 91,212 cu. yd. excavation and borrow, 18,128 lbs. steel, 50,193 sq. yd. surfacing; plans on file and from Dist. Office.

W. Va., Charles Town—Jefferson County Commrs. plan highway through Loudon County, connecting in Fairfax County with Lee-Jackson Highway into Washington County; also bridge over Shenandoah River; cost \$125,000.

W. Va., Clarksburg—City, D. H. Hamrick, Clk., receives bids Apr. 27 for 2050 lin. ft. curb, 2 only storm water inlets, 15 manholes, 3330 lin. ft. vitrified sewer pipe; plans from City Mgr.

W. Va., Huntington—City Commrs. receive bids May 3 to grade, curb and pave 5 streets and avenues, including Simms St., Crane Ave.; plans from A. B. Maupin, City Engr.; Homer L. Yeich, Commr. of Streets.

W. Va., Morgantown—Monongalia County Court plans hard-surfacing 8 roads, totaling 16 mi. in Grant Dist.: Morgantown-Flickersville; road to Brady Station; to Lowville; from Lowville to Arnettsville; Dent's Run road; Hagans road; Little Indian Creek road; estimated cost \$465,000. Address County Commrs. See Financial News—Bond Issues Proposed.\*

#### Contracts Awarded

Fla., Jacksonville—Duval County Commrs. let contract to Walter J. Bryson Paving Co., 239 W. Adams St., to curb St. Augustine road from old city limits of South Jacksonville to San Jose Blvd., and to pave Front River Bridge.

Fla., Leesburg—City Comm., W. E. Harkness, Clk., let contract to Cecil B. Scott, Haines City, at about \$592,000, for 6-in. and 5-in. lime rock base, on 2-in. and 1½-in. asphaltic concrete top dressing, paving, curbing, gutter, sidewalks and storm sewers.\*

Fla., Palmetto—City, F. K. Webb, Commr. of Public Works, let contract to Curry Construction Co. to pave and widen 20 to 60 ft. Lemon Ave., Myrtle St. to Manatee River, and lay sewers.\*

Fla., St. Augustine—City Comm. let contract to J. M. Johnson, Jacksonville, at \$179,286, for rock base, slag surface street paving, and at \$46,543 for sidewalks.\*

Fla., Tampa—Hillsborough County Commrs., W. A. Dickenson, Clk., let contract to J. C. Johnston, Port Tampa, at \$38,081 to pave 2.8 mi. Armenia Ave., Waters Ave. to Lake Carroll Highway.

Ga., Dalton—City Comm. let contract to Atlantic Bitulithic Co., at \$30,000, to pave S. Thornton Ave. and McCamy St.\*

Ga., Thomaston—City, W. W. McMillan, Clk., let contract to Davis Construction Co., Walton Bldg., Atlanta, at \$65,845 for 16,600 sq. yd. concrete street paving, 4800 sq. yd. sidewalk, 4950 lin. ft. granite curbing.\*

Kentucky—State Highway Comm., Frankfort, let contracts to grade and drain 2 roads in Trimble County: 7.9 mi. Silgo-Bedford, H. S. Tye, Cannonsburg, \$37,962; 11.9 mi. Bedford-Milton, H. S. Tye, \$78,434.\*

Kentucky—State Highway Comm., Frankfort, let contract for 4 roads: Breathitt County, 9.8 mi. grade and drain, Jackson-Hazard, H. H. Miller, Jackson, \$162,470; Magoffin County, 4.6 mi. grading and draining, Salyersville-Royalton, H. H. Miller, \$57,414; Mason County, 11.6 reinforced concrete, Maysville-Germantown, E. K. Newell, Maysville, \$318,837; Scott County, 3.7 mi. water-bound macadam, J. S. Lancaster, Georgetown, Ky., \$34,598.

Ky., Owensboro—State Highway Comm., Frankfort, let contract to James C. Ellis, Owensboro, at \$40,111 for 5.9 mi. grading and draining Louisville-Owensboro road, Ohio River Route, Pate's Station to Maceo.\*

Miss., Fayette—State Highway Dept., Jackson, let contract to W. H. Groome & Sons, Fayette, at \$27,214 for 2.3 mi. grading, draining and surfacing, Fayette-Hazlehurst road.

Miss., Ripley—City let contract to Phillips & Nixon, New Albany, for about 1 mi. gravel street paving.

Miss., Gulfport—Harrison County Board of Suprvs., Eustis McManus, Clk., let contract to Southern Paving Co. to pave Cowan road, with 2½-in. asphalt penetration surface, from beach to bridge across Bayou Bernard at Handsboro.

Miss., Hazlehurst—Copiah County Commrs. let contract to George Marx Co., at

\$17,200, to rebuild and gravel 14 mi. road, between Hazlehurst and Union Church.

Missouri—State Highway Dept., Jefferson City, let contracts for 39 roads and bridge: Adair County, 2.879 and 2.924 mi. 9-ft. concrete, Jos. Kesl & Sons, Edwardville, Ill.; Macon County, 4.170, 3.796, 3.920 mi. 9 and 18 ft. concrete, Jos. Kesl & Sons; Callaway County, 3.199 and 3.191 mi. 18-ft. concrete; W. P. George & Co., Pine Bluff, Ark.; Bates County, 4.887 and 3.750 mi. 30-ft. graded earth, K. M. Roark & Sons, Anderson, Mo.; 4.072 and 3.553 mi. 30-ft. graded earth, Winstead & Gunter, Siloam Springs, Ark.; Johnson County, 4.136 mi. 30-ft. graded earth, A. W. Mosley, Kansas City; Barton County, 1.120 mi. 18-ft. concrete, DuBois & Co., Pittsburg, Kansas; Franklin County, 4.445 mi. 18-ft. concrete, W. P. McGeorge; Gentry County, 1.095 mi. 18-ft. concrete, C. H. Arkison Paving Co., Watertown, S. D.; Harrison County, 4.053 and 4.025 mi. 9-ft. concrete, S. J. Groves & Sons, Minneapolis, Minn.; Mercer County, 2.695, 4.919, 2.476 mi. 9-ft. concrete, W. C. Meneely & Co., Decatur, Ill.; Chariton County, 4.318, 2.060 mi. 18-ft. gravel, H. A. Worman, Pittsfield, Ill.; Howell County, 3.802, 3.760, 3.563, 4.109 mi. 18-ft. gravel, C. K. Kost, Joplin; Lewis County, 4.253, 4.035 mi. 18-ft. gravel, Hannibal Construction Co., Hannibal; Greene County, 2.419 mi. chats, A. P. Polrot, Belleville, Ill.; Polk County, 4.243 mi. 18-ft. gravel, J. R. Burner, Oblong, Ill.; Christian County, 4.142, 4.369 mi. 30-ft. graded earth, M. E. Gillioz, Monett; Douglas County, 4.947, 4.583 mi. 30-ft. graded earth, Maney Bros. & Co., Empire Bldg., Oklahoma City, Okla.; Iron County, 1.764 mi. 30-ft. graded earth, Felix Kersting Co., Jefferson City; Texas County, 4.886 mi. 30-ft. graded earth, Carte, Harlin Construction Co., West Plains, Mo.; Cooper County, bridge, L. W. Spengler, 3629 Paseo St., Kansas City.\*

Mo., Kansas City—City let contract to Halpin-Boyle Construction Co., 709 Railway Exchange Bldg., to pave Main St., Fortieth to Forty-third. Address City Clk.

Mo., St. Joseph—City let contract to Reinert Brothers Construction Co., 1208 N. Fifth St., to pave Third St., Highland Ave. to Extension addition.

Okla., Lawton—City, Todd Sanders, Clk., let contract to Connelly Bros., El Reno, at \$19,979, for 6952 yd. 6-in. concrete paving and at \$12,786 for 4898 yd. 5-in. concrete paving.

Okla., Tulsa—City, Chas. Schultz, Clk., let contract for paving in 8 districts: Dist. No. 700, concrete, Tibbets & Pleasant, 229 Nogales St., Tulsa, \$74,923; Dist. Nos. 701, 702, 706, concrete and asphalt, H. L. Cannady, 1116 S. Lewis St., \$76,991; Dist. Nos. 703, 704, asphalt and concrete, Standard Paving Co., 1742 E. Sixth St., \$76,077; Dist. No. 707, concrete, Roy Tanner Paving Co.\*

Okla., Tulsa—City Commrs. let contract to Roy A. Tanner, 1244 N. Main St., at \$12,084 to pave 2 streets; to E. N. Mead, \$9519 for paving; Charles Schultz, City Engr.

Tex., Fort Worth—City, O. E. Carr, Mgr., let contract to W. O. Wren, Reynolds Bldg., at \$18,517 to widen W. Seventh St.\*

Tex., Fort Worth—City, O. E. Carr, Mgr., let contract to West Texas Construction Co., Cotton Exchange Bldg., Fort Worth, at \$220,480, to pave Barton Ave. with bitulithic; also to pave Ave. G and Lake St.

Tex., San Antonio—City, John W. Tobin, Mayor, let contract to Southwest Bitulithic Co., 711 Gunter Bldg., to pave Mason St. and Hoefgen Ave.; to Alamo Paving Co., 414 Frost Bldg., to pave Summit Ave.\*

Tex., Tyler—City, Lee H. Powell, Mgr., let contract to D. B. Tallaferro Construction Co., Sherman, for 14,718 yds. 2½-in. brick on 4-in. concrete base paving.

W. Va., Huntington—City Commrs., Homer L. Yeich, Commr. of Streets and Sewers, let contracts at \$24,498 to pave 3 streets, alleys, etc.: J. A. Griffith, 1561 Washington Ave.; Gerchow & McGinnis, Duncan Bldg.; T. C. Griffith; to T. E. Walker, 2839 Third Ave., for concrete base and curb.\*

#### Sewer Construction

Large sums are being expended for sewage facilities in connection with Land Development operations. Details will be found under that classification.

Ala., Montevallo—City receives bids May 6 for construction of sanitary sewers. (See Machinery Wanted—Sewers.)

Ark., Paris—Ralph W. Langston Co., Springfield, Mo., has contract for sewers in

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

District No. 2; Ford & MacCrea, Engrs., 223 Gazette Bldg., Little Rock.\*

D. C., Washington—District Board of Commrs. let contract at \$17,972 to Warren F. Brenizer Co., 101 New York Ave. N. E., for sewer.\*

D. C., Washington—Dist. Commrs. receive bids April 27 for sewer system. (See Machinery Wanted—Sewers.)

Fla., Leesburg—See Roads, Streets, Paving.

Fla., Miami—City, Ernest Cotton, Director of Public Utilities, will construct storm and sanitary sewers, several sewage pumping stations, install pumps, motors, etc., vitrified, concrete and cast iron pipe, 8 in. and up in size; C. S. Nichols, Engr. (See Machinery Wanted—Sewage Pumps and Equipment; Pipe (Concrete); Pipe (Vitrified); Pipe (Cast Iron).)

Fla., Miami Beach—City receives bids May 5 for sewers. (See Machinery Wanted—Sewers.)

Fla., Ocala—City votes May 4 on \$60,000 sewer bonds. See Financial News—Bond Issues Proposed.

Fla., Palmetto—City let contract to Curry Construction Co. for sewers.

Fla., St. Augustine—J. M. Johnson, Jacksonville, has contract for sewers.\*

Ga., Adel—City, J. J. Parrish, Mayor, receives bids April 29 for sewers. (See Machinery Wanted—Sewers.)

Md., Baltimore—City receives bids May 5 for Prestman St. diversion drain. (See Machinery Wanted—Sewers.)

Miss., Ellisville—City will probably vote on \$40,000 sewer bonds. Address The Mayor.

Mo., St. Louis—Board of Public Service receives bids May 4 for constructing Section C of North Baden Public sewer extension. (See Machinery Wanted—Sewers.)

Okl., Oklahoma City—City receives bids May 11 for Canadian River sewage-disposal plant; S. A. Greeley, Consit. Engr.

S. C., Pickens—See Roads, Streets, Paving.

Tenn., Cookeville—City receives bids May 3 for furnishing and installing sanitary main sewer system. (See Machinery Wanted—Sewer System.)

Tenn., Jackson—See Roads, Streets, Paving.

Tex., Dallas—Municipal Excavating Co., 800 N. Crawford St., has contract for 8000 ft. of sanitary sewers east of White Rock Lake; Koch & Fowler, Engrs., 801 Central Bank Bldg.

Tex., Fort Worth—Forest Heights Avenue Development Co., care G. A. Gamble, Praetorian Bldg., will install water and sewers in 200-acre subdivision.

Tex., Grapevine—City receives bids April 26 for sanitary sewers and sewage-disposal plant. (See Machinery Wanted—Sewers.)

Tex., Richardson—E. L. Dalton, 319 Wilson Bldg., Dallas, has contract for \$18,000 sewer system and disposal plant

Tex., Saint Jo—Douglas & Davenport, 2 Ward Bldg., Wichita Falls, low bidders for sewers.

Tex., Wylie—City let contract to Perry O'Neal, 3909 Normandy St., Dallas, for sewer system.

W. Va., Charles Town—City voted \$126,000 bonds. Address The Mayor.

W. Va., Clarksburg—See Roads, Streets, Paving.

W. Va., Huntington—Cabell County Commrs., City Hall, open bids May 5 for Oak St. trunk sewer estimated cost \$10,000, Pole Trunk, \$350,000, and Twentieth St. extension; cost \$24,000; A. B. Maupin, Engr.

### Telephone Systems

N. C., Chimney Rock—Lake Lure Telephone Co., incorporated; L. B. Morse, Chimney Rock; J. H. Thomas, Forest City.

Tenn., Cookeville—Cookeville Home Telephone Co., incorporated; J. M. Dowell, B. C. Huddleston.

Tex., Denison—Charles Schley has contract for brick work on Southwestern Bell Telephone Co. building under construction at Fanning and Chestnut St.; Koeppen & Baldwin has contract for electric wiring and plumbing.\*

Tex., Wichita Falls—Southwestern Bell Telephone Co., main office St. Louis, Mo., let contract to L. H. Lacy Co., 2632 Swiss Ave., Dallas, at \$50,000 for plant additions, 2-story, 12x60 ft. and 30x40 ft., brick, stone reinforced concrete, fireproof; I. R. Timlin, Archt., Boatmen's Bank Bldg., St. Louis, Mo.\*

### Textile Mills

Md., Cumberland—Cumberland Hosiery Mill, W. S. Lowe, Pres., leased building at Mechanic and Valleys Sts. for manufacture silk hosiery; will install 10 split-foot banner machines, loopers, sewing machines; power to be furnished by electric motor; contract let for machinery. (See Machinery Wanted—Mercerized Yarns; Tram Silk.)

N. C., High Point—High Point Yarn Mills, Inc., capital \$350,000, chartered; F. M. Pickett, R. H. Walker.

N. C., Lincolnton—Roseland Cotton Mill will install additional machinery in building now nearing completion, including twistlers, winders and reels; electrify plant.

S. C., Anderson—Appleton Manufacturing Co. will install 6 napping machines, cost \$30,000; equipment purchased from Woonsocket Machine Co., Woonsocket, R. I.\*

Tex., Texarkana—M. E. Melton and Chamber of Commerce reported interested in construction of textile mill.

### Water Works

Large sums are being expended for water-works in connection with Land Development operations. Details will be found under that classification.

Ark., Fayetteville—City is receiving bids for erection of fireproof pumping station building at pump station in White River; 50x60 ft.; E. M. Ratliff, City Engr.\*

Ark., Fayetteville—City receives bids April 23 for building water works, cost \$70,000; E. M. Ratliff, Engr.\*

Ark., Foreman—City contemplates erecting \$53,000 water plant. Address The Mayor.

Ark., Malvern—City receives bids April 24 for construction of 11,000 ft. of 8-in. cast iron water mains from river to filter plant; J. E. Cox, Supt., Water Works.

Ark., Parkdale—City will construct water works system. Address The Mayor.

D. C., Washington—District Commrs. receives bids May 14 for constructing pipe line from old filter water reservoir for water supply project. (See Machinery Wanted—Water Works.)

D. C., Washington—District Engrs. receive bids May 11 for cross connection gate chambers and repairs to old conduit for water supply. (See Machinery Wanted—Water Works.)

Fla., Fort Lauderdale—City will soon begin construction of water-works plant on 30-acre site on Military trails, \$1,740,000 bonds available. B. J. Horne, Mgr.\*

Fla., High Springs—City will lay 5 miles of water mains. Address The Mayor.

Fla., Howey—Town is expending \$60,000 for water works; pumping plant capacity 500 gal. per minute, with auxiliary pump, gas driven; 50,000 gal. tank on 125-ft. tower; all work under direction of W. E. Boyce & Co.; pumps purchased from Worthington Pump Co.; E. J. Close, Engr., Tavares; all material needed will be purchased in open market. (See Machinery Wanted—Hoists.)

Fla., Lake Stearns—City contemplates installing water works system; Baird & Schriber, City Engr., 807 Marble Arcade, Lakeland.

Fla., Ocala—City votes May 4 on \$50,000 water-works bonds. See Financial News—Bond Issues Proposed.

Fla., Venice—City is installing water system, will lay 18 miles water mains, install dual system of pumps, 100,000 gal. tank. Address The Mayor.

Ga., Atlanta—Joseph R. Cothran has contract for chemical house and mixing basin for water works; will lay 48-in. and 60-in. cast iron pipe; cost \$140,000; Solomon-Norcross Co., Engr., both Candler Bldg.

La., Agurs—City reported rejected bids for water distribution system and will open news bids April 21; Charles D. Evans, Consulting Engr., Levy Bldg., Shreveport.

La., Franklin—City voted \$150,000 water and electric light improvement bonds; Henry A. Mentz, Consit. Engr., Hammond.\*

Miss., Gulfport—City will construct \$35,000 reinforced concrete reservoir and pump-house. Address The Mayor.

Miss., McComb—City receives bids April 20 for drilling 3 wells for water-works; Lee King, City Engr.

N. C., Charlotte—Holly Vista Realty Co., developers of Holly Vista, will erect water and power plant.

N. C., Edenton—Town Council will probably install water tank of 250,000-gal. capacity, cost \$14,000.

Okl., Chandler—City, J. P. Butler, Mgr., voted \$80,000 water works bonds.\*

S. C., Greenville—City, W. H. Cassell, Mayor, is having preliminary survey made for installing water-works system at West Greenville; The Harwood Beebe Co., Spartanburg, Engrs.

Tenn., Chattanooga—McWane Cast Iron Pipe Co., Birmingham, has contract for furnishing pipe for water works at municipal golf course.

Tenn., Lenoir City—City will probably increase water supply system. John W. Harris, Chrmn., Board of Water Commrs.

Tenn., Livingston—City, A. F. Officer, Mayor, will install complete water works system; V. V. Long & Co., Consit. Engr., Colcord Bldg., Oklahoma City, Okla.\*

Tenn., Lookout Mountains—City contemplates expenditure of \$30,000 for improvements and extensions to water works, install fire-fighting facilities. Address The Mayor.

Tex., Crowell—City let contract to Roy Irick, Plainview, at \$27,697 for water-works extension; Devlin Engineering Co., Engrs., Central Bldg., Amarillo.\*

Tex., Duncanville—Dalton & Parker, Engrs., 319 Wilson Bldg., Dallas, preparing preliminary plans for water works.

Tex., Fort Worth—See Sewer Construction.

Tex., Fort Arthur—City received low bid at \$11,553 from A. M. Lockett & Co., Southern Pacific Bldg., Houston, for bids for pumps in connection with fresh water system.\*

Tenn., Waverly—City, J. D. Luten, Mayor, plans installing water works system.

Tex., Seagoville—Following contracts let for water works; tank and tower to Pittsburgh-Des Moines Steel Co., 1217 Praetorian Bldg., Dallas; pump and motor to Fairbanks, Morse Co., 1713 Market St., Dallas; fire hydrants and valves to Eddy Valve Co., 1315 Santa Fe Bldg., Dallas; Municipal Engineering Co., 1107 Athletic Club Bldg., Dallas.\*

Va., Roanoke—Mount Vernon Land Co., D. B. Ferguson, R. P. D. 4, and others reported interested in organizing Cave Springs Water Co.; install water works system, build reservoir.

### Woodworking Plants

Ala., Birmingham—R. B. Broyles Furniture Co., 2021 Second Ave. N., capital \$31,000, incorporated; John P. Broyles, T. B. Middlebrook.

Ala., Gadsden—Hardwood Products, Inc., capital \$25,000, chartered; Thomas A. White, Pres., St. Marys, Ohio; manufacture automobile spokes, golf sticks, etc.

Fla., Bushnell—Waring Crate & Novelty Works, R. D. Waring, Pres., building new plant, frame, cement floors, asphalt shingle roof, construction by owner; install saw mill, novelty machines, crate and basket machinery, all purchased.\*

Ky., Louisville—Millwork—W. J. Hughes & Sons Co., 14th and Maple Sts., increased capital \$500,000 to \$1,000,000.

La., Lake Charles—Millwork, Etc.—Davidson Sash & Door Co., 617 Ryan St., Joe Davidson, will erect planing mill plant, corner Ryan St. and Railroad Ave., factory includes three buildings connected by runways, warehouse, mill and lumber sheds, corrugated iron, composition; install electrically driven machinery; manufacture sashes, doors, etc.

Md., Baltimore—Furniture—Potthast Brothers, Wm. Potthast, Pres., 1438 Wilcomico St., has begun 2-story addition to plant; install new equipment and machinery.

Md., Baltimore—Truck Bodies—John C. Raum & Son, 407 S. Sharp St., will occupy when completed factory at Taylor Ave. and Curtain St., 1-story, 17,400 sq. ft. floor space.

Md., Baltimore—Millwork, etc.—C. O. Wurzbarger & Son, Annapolis Ave., will erect plant addition, double size and capacity; soon begin construction.

Md., Baltimore—Planos—Wm. Knabe & Co., Charles P. Voght, Mgr., Eutaw and West Sts., will erect 6-story building, containing about 50,000 sq. ft. floor space, increasing output about 25 per cent.

Mo., East Prairie—East Prairie Cooperage Co., capital \$25,000, incorporated; O. T. Steudel, 6946 Kingsbury St., St. Louis.

Okl., Tulsa—P. J. Long Auto & Body Works, incorporated; Geo. A. Erwin, Robert P. Erwin.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.



Tenn., Knoxville—Lacy Furniture Co., capital \$10,000, incorporated; Charles Lester, General Bldg.

Tex., Clarksville—Wood Products—Gibbons Manufacturing Co. increased capital \$20,000 to \$105,000.

Tex., Dallas—Bishop Avenue Furniture Co., incorporated; M. T. Brown, 404 W. Eighth St.

Tex., Houston—Consumers Hardware Co., increased capital \$10,000 to \$25,000.

Tex., San Angelo—San Angelo Furniture Co. increased capital, \$50,000 to \$75,000.

Tex., Texarkana—M. E. Melton contemplates building \$150,000 furniture factory; equip with latest designed machinery.

Tex., Waco—Camp Furniture—Crawford-Austin Manufacturing Co., Jackson St., increased capital \$100,000 to \$200,000.

Va., Big Stone Gap—J. P. Belton rebuilding burned furniture plant.

Md., Elkton—Howard House, George Vagel, Propr.; loss \$110,000.

Miss., Chalhybeate—Boys' dormitory of Tipah County Agricultural High School.

Miss., Gulfport—Shirley Building on 14th St. between 25th and 26th Aves.; loss \$20,000.

Miss., Jackson—Residence on Van Winkle Rd. owned by Dr. E. S. Brashier, 202 W. Capitol St.

N. C., Charlotte—Pavilion at McAlphine Pool; R. C. McManus, Pres., McAlphine Recreation Corp.

N. C., Elizabeth City—Planing mill of Evans Milling Co. on Riverside Ave.; loss \$10,000.

N. C., Elizabethton—Plant of the Ricks Lumber & Box Factory; loss \$30,000; L. D. Ricks, Vice-Pres.

N. C., Oxford—John Penn Hotel. Address The Proprietor; loss \$25,000.

S. C., Greenwood—Nickels' Bakery and Eagle Cafe.

Tenn., Jacksboro—Campbell County Courthouse; loss \$125,000. Address Board of County Commrs.

Tenn., Johnson City—Portion of American Cigar Box Lumber Co.'s plant.

Tenn., Nashville—Dwelling, Warner Ave., occupied by J. L. Marshall; owned by Louis J. Hartman, Belle Haven Apts.; loss \$20,500.

Tenn., Rockwood—Station of Tennessee Central Railway, H. R. Manby, Ch. Engr., Nashville.

Tex., Big Spring—S. A. Hatchcock merchandise store; loss \$40,000.

Tex., Dallas—Warehouse of Huey & Philip Hardware Co., 1029 Elm St.; loss \$50,000.

Tex., Corsicana—Hiram Rainwater Grocery, Palace Barber Shop; loss \$38,000.

Tex., Roaring Springs—Love Dry Goods Co., Woody-Mayfield Drug Store, Western Hardware Store and Walter Keahey grocery; loss \$100,000.

Va., Ashland—Jas. A. Hoofnagle's residence.

Va., Dendron—Machine shops of the Surry, Sussex & Southampton R. R., operated by Surry Lumber Co.; loss \$50,000.

tile roof; furnishings, equipment, etc., \$25,000. See Machinery Wanted.\*

Ga., Folkston—Citizens Bank receiving bids for bank bldg. and 3 stores; cost \$50,000. 2 stories, brick; Okel & Cooper, Archts., Bell Bldg., Montgomery, Ala.; plans and specifications from owner.\*

La., Ruston—T. L. James Co., T. L. James, Pres., erect \$150,000 office building, Mississippi Ave. near Vienna St.; 5 stories, face brick, reinforced concrete and steel, steel sash, marble and tile work, built-up roof, hollow tile, struct. and reinforcing steel, refrigerating, steam heat; Witt, Seibert & Halsey, Archts., 807 Texarkana Nat. Bank Bldg., Texarkana, reported ready for bids.

La., New Orleans—New Orleans Bank & Trust Co., Carondelet St., near Gravier St., alter and improve banking quarters; new fixtures, screen work, new heating system, marble floors, painting; Emile Well, Inc., Archt., Whitney Bldg.; John Rless, Contr., New Orleans Bank Bldg.

Md., Baltimore—Baltimore Branch, Federal Reserve Bank of Richmond, Va., plans building; \$1,025,000 authorized; Albert H. Dudley, Mgr., Baltimore Branch.

Miss., Gulfport—Following contractors estimating on reinforced concrete, stone and terra cotta bank and office bldg. for Bank of Gulfport, bids to be opened April 27: Estes-Williams Construction Co., Cotton Exchange Bldg.; H. J. Gilbertson, Graham Bldg.; Kaucher-Hodges & Co., Shrine Bldg.; D. D. Thomas & Sons, 463 N. Dunlop St.; Wessell Construction Co.; B. E. Buffalo & Co., Columbian Mutual Trust Bldg., all Memphis; Martin & Warlock, James Bldg.; T. S. Moody & Co., Chamberlain Bldg., both Chattanooga; E. G. Holliday Co., 151 Fourth Ave. N., Nashville; E. G. Parish Construction Co., Jackson, all Tenn.; Earl Chene, 1800 Sixth Ave. N., Birmingham; Skinner-Maxwell Builders Co., Tuscaloosa; A. C. Samford, Shepherd Bldg., Montgomery, all Ala.; Summer-Solitt Co., 307 N. Michigan Blvd., Chicago, Ill.; J. H. Leveck & Son, Reigler Bldg., Little Rock, Ark.; J. V. & R. T. Burkes, Carondelet Bldg., New Orleans, La.; Chevalley & Fursden; Wolf & Weber, both Gulfport; L. W. Hancock; McArthur & McEmore, both Meridian, all Miss.; Southern Ferro Concrete Co., Atlanta, Ga.\*

Miss., Jackson—Standard Oil Co., R. B. Dobson, Dist. Mgr., receives bids April 29 for reinforced concrete, steel, brick, stucco, hollow tile and terra cotta office bldg., Amite St.; near State St.; 2 stories, tile roof, marble, terrazzo and tile floors, steel sash, waterproofing, copper marquee, ornamental iron and cut stone work, bronze doors, 1 elevator, Dunham vacuum heat, oil building equipment, conduit electric wiring; plans from Engineering Dept., Standard Oil Co., W. Edwin Glossop, Archt., Louisville, Ky.; following contractors estimating: J. V. & R. T. Burkes, Carondelet Bldg.; W. Horace Williams Co., 816 Howard Ave.; Underwood Contracting Co., Louisiana Bldg., all New Orleans, La.; I. C. Garber, W. J. McGee & Son, both Jackson; H. J. Gilbertson Co.; D. D. Thomas & Sons; Estes-Williams Construction Co.; Kaucher-Hodges & Co.; B. E. Buffalo & Co., all Memphis; Smallman-Brice Construction Co., Birmingham, Ala.\*

Miss., Jackson—Paul Chambers, Capitol Natl. Bank Bldg., and associates erect \$50,000 office building, S. West St.

Mo., St. Louis—Quick Pay Insurance Co., 211 N. Seventh St., purchased 4-story building, E. side Broadway, adjoining Times Bldg.; reported to remodel.

N. C., Charlotte—Wilson Estate, Geo. E. Wilson, Pres., Wilson Motor Co., 708 S. Tryon St., representative, erect 3 fireproof office buildings, S. Tryon and W. Third Sts.; steel and concrete, 3 and 4 stories, 140x150 ft., concrete roof; excavation 140x150x10 ft.; Lockwood, Greene & Co., Archts.-Engrs., 24 Federal St., Boston, Mass.; Johnson Bldg., Charlotte, etc.; open bids in 45 to 60 days. Address Archts.

N. C., Wilson—First Natl. Bank, Col. John Bruton, Pres., erect 8-story bank and office building, Nash St.; cost about \$500,000.

Okla., Tulsa—D. M. Denton, Engr., 121 E. 13th St., Oklahoma City, plans to finance Medical Arts Bldg. for Tulsa County Medical Society; probably 12 stories.

Tenn., Memphis—Hanker & Cairns, Archts., Hill Bldg., consider erecting 6-story office building, S. Court Ave.

Tex., Amarillo—Mrs. M. D. Oliver-Eagle receives bids April 26 for fireproof office building; cost \$500,000, brick, stone and reinforced concrete, 10 stories and basement, 600x140 ft., composition roof, oak and tile floors, steam heat, plate and wire glass, passenger elevator; Wyatt C. Hedrick, Archt., 1005 First Nat. Bank Bldg., Fort Worth.\*

## FIRE DAMAGE

Ala., Huntsville—Gudenrath Building on Washington St., owned by Yarbrough Brothers, occupied by Miller Commercial School and 3 stores; loss \$32,000.

D. C., Washington—Elsinger Co.'s lumber yard at Sixth and W. Sts., loss \$12,000; portion of roof and superstructure of grandstand at the Clark Griffith stadium

Fla., Holopaw—The Griffin Lumber Mill; loss \$250,000.

Fla., St. Petersburg—Portion of Williams-Beers Ice Co.'s plant on Tangerine and Sixteenth Sts., now under construction.

Ga., Atlanta—Plant of J. M. Karwisch Wagon Works 174 S. Delta Place; loss \$150,000.

Ky., Paintsville—W. J. Music's bldg. and Mrs. Everett Brown's residence; loss \$15,000.

Md., Baltimore—Pollack's warehouse at Ostend and Leadenhall Sts.; loss \$100,000.

Md., College Park—Dr. Raymond C. Reed's residence; loss \$15,000.

## BUILDING NEWS BUILDINGS PROPOSED

### Association and Fraternal

Ala., Florence—Ancient Free and Accepted Masons reported contemplating \$200,000 chapel.

Ala., Sheffield—Benevolent Protective Order of Elks start work within 3 weeks on clubhouse, Jackson Highway between Florence and Sheffield; cost \$50,000.\*

Fla., Fort Lauderdale—Carpenters' Local Union No. 1394, Harry J. Walls, Chmn., Bldg. Comm., erect \$45,000 building, E. Fourth St.; 3 stories, reinforced concrete and steel; Sutton & Routt, Archts., Maxwell Bldg.

Fla., Tampa—Joe Wheeler Camp No. 2, American Legion, plans clubhouse.

Ky., Paducah—Paducah Lodge No. 217, B. P. O. E., Fred Roth, Member Bldg. Comm., plans \$250,000 clubhouse; Sixth and Jefferson Sts.; brick and stone; gymnasium, swimming pool, library, offices, lodge room, reading rooms, etc.; Joseph & Joseph, Archts., Francis Bldg., Louisville.

La., New Orleans—Salvation Army, Ray Malott Adjt., 135 S. Rampart St., plans headquarters building.

Md., Silver Spring—Ancient Free and Accepted Masons plan temple.

Mo., Kansas City—Salvation Army remodel 2-story and basement fireproof bldg., Sixth St. traffic way and Broadway, for quarters.

Tenn., Newport—American Legion erect 3-story building, Church St.; stores on first floor.

Tex., Ennis—Grand Lodge of Texas, I. O. O. F., North Texas Bldg., Dallas, will remove old folks' home from Corsicana to Ennis; erect \$150,000 structure.

Tex., Fort Worth—Masonic Home and School, Nat. Washer, Pres., Board of Trustees, E. Houston St., San Antonio, probably let contract in May for additional building; cost \$100,000.

Tex., Gainesville—Ancient Free and Ac-

cepted Masons erect \$60,000 temple; reinforced concrete and brick, 3 stories, 75x120 ft.; Fonzie E. Robertson, Archt., 1609 Republic Bank Bldg., Dallas. See Machinery Wanted.\*

Tex., Laredo—Laredo Chapter, Knights of Pythias, L. J. Perkins, Sec., have plans ready within few days for bids on reinforced concrete, hollow tile and face brick bldg.; cost \$50,000, 2 stories and basement, foundation for 5 or 10 additional stories, 48x105 ft.; L. Harrington Co., Archts., Builders Exchange Bldg., San Antonio.

Tex., Mercedes—Mercedes Elks Club, Fred Bennett, Pres., receiving bids (opening date extended) at offices Stebbins & Waters, Weslaco, for concrete, hollow tile and stucco building; 2 stories and roof garden; plans and specifications on file in Plan Room, Builders Exchange Bldg., San Antonio.\*

### Bank and Office

Ala., Sheffield—A. L. Howell, care Howell & Graves Co., 350 Madison Ave., New York, erect 12-story Real Estate Exchange Bldg.; probable cost about \$200,000.

Fla., Coral Gables, Miami—Chesbrough Glover & Co., Inc., soon start work on \$80,000 office bldg., Ponce de Leon Blvd.; 3 stories, 25x100 ft., limestone and stucco; First National Bank on first floor; E. St. Clair Donnelly, Archt., 2314 Ponce de Leon Blvd.; Laidlow & Southward Construction Co., Contrs.

Fla., St. Petersburg—Lawyers' Finance Corp., E. J. Caron, erect \$1,000,000 arcade and office bldg., site Manhattan Markets bldg., Central Ave.

Fla., Sanford—Title Guaranty & Mortgage Co., Geo. W. Knight, Pres., having plans completed by E. J. Moughton, First Nat. Bank Bldg., for \$325,000 office bldg., Second St. and Park Ave.; 8 stories, 57.9x117 ft., Spanish type, steel and masonry, composition floors, concrete foundation, composition and

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Tex., Beaumont—H. M. Hargrove, 1414 Broadway, have plans ready for bids about May 1 on 4-story store and office building; reinforced concrete, brick and tile. 60x145 ft.; cost \$100,000; Livesey & Wiedemann, Archts., 607 San Jacinto Life Bldg.

Tex., Corpus Christi—S. M. Nixon and associates, Robstown, erect \$200,000 office building; 8 stories, brick, reinforced concrete and terra cotta; Adams & Adams, Archts., Builders Exchange Bldg., San Antonio; C. T. Fincham, Asso. Archt., Robstown; plans ready about May 15.

Tex., Corpus Christi—Mrs. Kathleen Jones Blanchette and Mrs. Lorine Jones Spooners having plans drawn by W. C. Stephenson for 5 additional stories to 1-story building, Mesquite and Starr Sts., for offices.\*

Tex., Corpus Christi—San Antonio Machine & Supply Co. construct second floor to office bldg., Chaparral St.

Tex., Corpus Christi—Guaranty Title Co., H. B. Baldwin, Pres., 402 Chaparral St., erect \$25,000 to \$30,000 building, Chaparral and Mann Sts.; 2 stories, 50x100 ft., cost \$25,000 to \$30,000; brick.

Tex., San Benito—J. T. Lomas erect 2-story bank and office building; hollow tile and stucco; Harvey P. Smith, Archt., Nat. Bank of Commerce Bldg., San Antonio.

Tex., Waco—Waco Development Co., Asher S. Sanger, Pres., 1806 Washington Ave., erect 12-story office building, Austin and Fourth Sts.; cost \$700,000.

W. Va., Wheeling—Standard Realty Co. remodel building, 14th and Main Sts.; cost \$60,000; R. R. Kitchen Co., Contr., 37 19th St.

### Churches

Ark., Dumas—First Baptist Church plans \$30,000 building. Address The Pastor.

Ark., Texarkana—St. James P. E. Church, R. S. Reading, Chmn. Bldg. Comm., having plans for \$80,000 building revised by Mann & Stern, A. O. U. W. Bldg., Little Rock; 1-story and basement, slate roof, cast stone trim.

Ala., Ensley—Central Park Methodist Church, C. O. Whittle, member, Bldg. Committee, plans building church.

Ark., Blytheville—First Methodist Church having plans for \$125,000 building, Main and Seventh Sts., drawn by Uzzell S. Branson.\*

Ark., Fort Smith—First Baptist Church, Rev. B. V. Ferguson, Pastor, having plans for remodeling auditorium and erecting Sunday school drawn by Ferrand & Fitch, 701 Slaughter Bldg., Dallas; former cost \$45,000, latter \$30,000; stone, steel and frame, 2 stories and basement. 90x51 ft.\*

D. C., Washington—Chevy Chase Presbyterian Church plans \$150,000 Sunday school building in near future. Address The Pastor.

D. C., Washington—Fourth Presbyterian Church plans building, 13th and Fairmont Sts. Address The Pastor.

D. C., Washington—Northminster Presbyterian Church to inaugurate \$30,000 campaign for mission chapel, North Washington. Address The Pastor.

D. C., Washington—Sixth Presbyterian Church raising funds for \$150,000 building, 16th and Kennedy Sts. Address The Pastor.

D. C., Washington—Western Presbyterian Church soon start work on \$100,000 building. Address The Pastor.

Fla., Bushnell—Baptist Church erect building; financing by Waring Co. Address The Pastor.

Fla., New Smyrna—Baptist Church plans \$85,000 building. Address The Pastor.

Fla., New Smyrna—Congregational Church Society plans building. Address The Pastor.

Fla., St. Petersburg—Methodist Church, Grady Swope, H. H. Duncan, Member Bldg. Comm., start work at once on \$10,000 unit of \$60,000 structure.

Fla., Tampa—Hyde Park Presbyterian Church, J. R. Regnas, Chmn., Bldg. Comm., have approved definite plans for \$350,000 building; 30 days or more before blue prints are ready for bids; Hentz, Reid & Adler, Archts., Candler Bldg., Atlanta, Ga.; Warren C. Powell, Resident Archt.; James Knox Taylor, Consult. Archt., Warner Bldg.\*

Fla., Tampa—Tampa Memorial Park, Inc., C. R. Miller, Exec. Director, receiving bids for burial chapel and supt.'s residence.

Fla., Tampa—Hyde Park Methodist Church, Chas. F. Ball, Chmn., Bldg. Comm., and First Methodist Church, W. A. Adams, Chmo., Bldg. Comm., will consolidate and erect \$1,200,000 building; both previously noted to erect \$600,000 structures.

Ga., Augusta—Woodlawn Baptist Church plans \$20,000 Sunday school. Address The Pastor.

Ga., Columbus—East Highlands Presbyterian Church (Holt Chapel), Dudley Ave. and Tigner St., Dr. W. L. Cooke, Trustee, erect \$30,000 to \$40,000 brick building, 16th St. and 13th Ave.; change name to Holt-Howard Memorial Presbyterian Church.

Ga., Macon—Newberg Methodist Church, Houston Ave., A. R. Briggs, Chmn. Bldg. Comm., raise and enlarge auditorium and construct 14 classrooms in basement.

Ky., Bowling Green—State Street Methodist Church, A. Y. Patterson, member, Bldg. Comm., erect Sunday school.

Md., Cumberland—St. Luke's Lutheran Church, Bedford St., has bids in for Sunday School and social hall building as first unit of new structure, Bedford and Columbia Sts.; church and parsonage later. Address The Pastor.

Md., Middletown—Lutheran Church plans \$35,000 Sunday school; 1 story and balcony, 75 ft. long; seat about 600; Edw. Leber, Archt., York, Pa.

Md., Westport, Baltimore—Swindell Memorial M. E. Church erect addition, Kent and Tacoma Sts.

Miss., Biloxi—Presbyterian Church erect Sunday school addition, E. Howard Ave. Address The Pastor.

Miss., Shaw—First Methodist Church call for bids about 10 days on brick veneer building; cost \$20,000; 3 stories, about 40x90 ft., pine floors, concrete foundation, asphalt shingle roof; Jas. E. Greene, Archt., 1001 Bankers Bond Bldg., Birmingham, Ala. Address A. Simpson, Shaw.\*

Mo., Hayti—First Methodist Church, Rev. A. H. Culbertson, Pastor, erect \$25,000 building; rubble stone, wood joists, composition roof, wood floors and finish; Uzzell S. Branson, Archt., Blytheville, Ark., day labor. Address P. Van Ness, Supt.

Mo., Springfield—Christ Episcopal Church, Walnut St. and Kimbrough Ave., plans building.

N. C., Durham—First Baptist Church, Dr. C. C. Coleman, Pastor, receives bids May 7 for building; cost \$250,000; R. H. Hunt Co., Archts., James Bldg., Chattanooga, Tenn.\*

N. C., Forest City—First Baptist Church Bldg. Comm., Chas. Z. Flack, Chmn., receives bids April 30 for 3-story Sunday school; about 50x90 ft.; plumbing in gen. contract; heating for new and present bldgs. separately; cost \$60,000; plans and specifications from Casey & Fant, Archts., Anderson, S. C.\*

N. C., Monroe—Presbyterian Church, Rev. Wm. S. Chanler, Pastor, plans Sunday school annex; Chas. C. Hook, Archt., 338 S. Church St.

Okla., Alabama—First Baptist Church, 15th and Broadway, erecting \$50,000 main auditorium on cost plus basis with Hill Construction Co., American Bldg., as supts.; brick, 3 stories, 66x94 ft., reinforced concrete foundation; furnishings, equipment, etc., \$10,000. Jas. E. Greene, Archt., 808 Farley Bldg., Birmingham, Ala. See Machinery Wanted.\*

Okla., Ardmore—Protestant Episcopal Church erect \$30,000 building. Address The Rector.

Okla., Cushing—Edw. L. Gahl, Oklahoma City, drawing plans for \$50,000 church.

Okla., Holdenville—First Baptist Church plans \$50,000 building. Address The Pastor.

S. C., Columbia—Park Street Baptist Church Bldg. Comm., J. M. Walker, Chmn., receives bids April 21 for remodeling building; plans and specifications from J. H. Sams, Archt., Carolina Bank Bldg.

Tenn., Memphis—Highland Heights Presbyterian Church, J. S. Ostby, Chmn., Bldg. Comm., Birmingham, erect brick and stone building, Summit Ave. and Homes St.; 1-story and balcony, 54x104 ft., composition shingle roof, hot water heat, metal gutter, shingle roof; Hubert T. McGee, Archt., 801 Fidelity Bank Bldg.

Tenn., Memphis—Long View Heights Methodist Church, care Rev. Edwin Morgan, 916 Trigg Ave., having plans drawn by Hubert T. McGee, 801 Fidelity Bank Bldg., for brick, bldg.; 2 stories, about 60x90 ft., composition roof.\*

Tex., Amarillo—Methodist Church, Jeff Blackburn, Chmn., Bldg. Comm., reported erect \$300,000 building, Fourth and Polk Sts.; brick, stone and reinforced concrete.

Tex., Ballinger—First Methodist Church, Rev. S. L. Culwell, Pastor, erect \$10,000 building; brick and stone, 45x90 ft.; David S. Castle Co., 701-04 Alexander Bldg., Abilene.

Tex., Beaumont—Calvary Baptist Church,

Rev. A. C. Maxwell, Pastor, erect \$40,000 Sunday school; brick and reinforced concrete, 2 stories, 59x92 ft., 46 classrooms; Dr. Harvey Beauchamp, Archt., 3130 Kinmore St., Dallas, ready for bids. Address Owner.

Tex., Eagle Lake—First Baptist Church, Rev. Neil Ellis, Pastor, probably call for bids within 30 days for remodeling and enlarging building; cost \$25,000; C. N. Nelson, Archt., 1017½ Eagle Ave., Houston; plans completed.\*

Tex., Fort Worth—First Methodist Church considers erecting building. Address The Pastor.

Tex., Galveston—Young Men's Hebrew Assn. and ladies' auxiliary purchased site, 25th St. and Avenue I for synagogue; also remodel dwelling on site for social center.

Tex., San Antonio—First Presbyterian Church will purchase pipe organ; raising funds. Address The Pastor.

Tex., Wichita Falls—Church of Good Shepherd, J. H. Allison, Chmn., Finance Comm., erect \$30,000 parish house and \$12,000 rectory, 1107 Tenth St.

Tex., Winters—Presbyterian Church, R. Q. McAdams, Chmn. Bldg. Comm., receiving bids for face brick, stone and reinforced concrete building; mill constr., 1 story and basement, 45x75 ft., tar and gravel roof, oak floors, art glass, steel roof trusses; Wm. N. Nichol and Geo. F. Campbell, Archts., 29-30 Radford Bldg., Abilene.

Va., Buena Vista—Baptist Church, W. N. Key, Chmn., Bldg. Comm., erect \$35,000 bldg.

Va., Richmond—Oakwood Avenue Baptist Church, Rev. E. W. Billings, Pastor, 1431 Oakwood Ave., advises will not build for several years.\*

### City and County

Ala., Birmingham—City, John Taylor, Commr. of Public Safety, may vote before end of May on bonds, including \$550,000 to \$650,000 for fire stations, equipment and fire alarm signal system.\*

Ala., Birmingham—Jefferson County Board of Revenue, W. J. Waldrop, member, selected Harry B. Wheelock, Steiner Bldg., as architect for \$100,000 juvenile court bldg., Elyton.\*

Ark., Mena—Mena Fire Department erect fire station.

Fla., Eustis—City considers bond issue for City Hall. Address City Council.

Fla., Jacksonville—City Council has permit for \$12,000 grandstand for baseball park, Myrtle St. near Eighth St.

Fla., Miami Beach—City Council, C. B. Floyd, member; erect \$125,000 city hall, 12th St. and Drexel Ave.\*

Fla., Ocala—City votes May 4 on \$205,000 bonds, including \$35,000 for city hall.

Fla., St. Petersburg—Board of City Commissioners considering city hall bldg.

Fla., Tampa—City, W. Lesley Brown, City Mgr., erect third story to city hall annex.

Ga., Thomaston—Upson County Commissioners of Roads and Revenue, J. B. King, Chmn., receive bids May 5 for office and jail building an equipment; plans and specifications at office Board; structure 2 stories, 64x72 ft., stone, tile, cement, steel and iron, tile cement and linoleum floors, cement foundation, tile and cement roof, metal ceilings and doors, steel sash and trim, wire glass, vaults, ventilators, limestone, terra cotta trim; cost \$40,000; furnishings, equipment, etc., \$15,000; Dunwoody & Oliphant, Archts., 460 Broadway, Macon.

Ga., Thomaston—Upson County Board of Commrs. receives bids May 5 for jail; 64x72 ft.; Dunwoody & Oliphant, Archts., 460 Broadway, Macon.

Ky., Greensburg—Green County Board of Commrs. plans new courthouse.

Md., Cambridge—City Commissioners receive bids May 5 at office Henry P. Hopkins and Allan Burton, Archts., 347 N. Charles St., Baltimore, for city hall and fire dept. bldg.; cost \$60,000, 85x65 ft., fireproof, brick, wood trim, slag roof, wood floors, hot-water heat (in gen. contract); plans and specifications from Archts.\*

Miss., Greenwood—LeFlore County Board of Supervisors, A. B. Bew, Clk., selected Frank R. McGeoy as architect for courthouse addition; jail in addition; \$125,000 bonds voted.\*

Mo., Liberty—Clay County Board of Commrs. erect \$50,000 jail and sheriff's residence; C. A. Smith, Archt., 800 Finance Bldg., Kansas City.

Mo., Moberly—City Council considers calling new election on \$125,000 city hall and auditorium bonds recently defeated.

Mo., Webster Groves, St. Louis—Webster

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Groves, R. L. Wilson, City Clk., votes May 15 on \$65,000 city hall bonds.

N. C., Durham—City erect grandstands and bleachers in \$40,000 baseball park; seat 5000; Atwood & Nash, Archts., Trust Bldg.; grading to Nello Teer, Geer Bldg.; culverts, Pomona Terra Cotta Co. and Ziegler Co.; drainage, Henry Canada Co.

N. C., Greensboro—City has low bid at \$64,000 from Northeastern Construction Co. for plumbing at \$6750; C. G. Mackintosh, High Point, low on grading and landscaping at \$38,659; A. S. Pettit, Inc., 118 W. Gaston St., first unit of memorial stadium and athletic field; Barton & White, Archts., Jefferson Standard Bldg.; Robt. B. Cridland, Landscape Archt., 306 S. Smedley St., Philadelphia, Pa.\*

Okla., Bartlesville—City Council contemplates calling election on \$20,000 library alteration bonds.

Tex., Eagle Lake—City, R. T. Westmoreland, Mayor, receives bids April 22 for city hall and fire station; plans and specifications from Page Bros., Archts., Austin Nat. Bank Bldg., Austin.\*

Tex., El Campo—City voted \$12,000 City Hall and fire station bonds; structure probably brick and concrete. Address The Mayor.

Tex., Fort Worth—Civic bodies and city government, R. D. Evans, Supt., City Recreation Board, interested in auditorium; cost about \$1,108,000, seat 10,000.

Tex., Kerrville—Kerr County, Lee Wallace, Judge, selected Adams & Adams, 701 Builders Exchange Bldg., San Antonio, as architects for \$100,000 courthouse and jail; brick, reinforced concrete and steel.\*

Tex., Pampa—City receiving bids for brick, stone and reinforced concrete city hall; 1 story, metal ceilings, gas heating, cost \$12,000; Wm. C. Townes, Archt., Old Post Office Bldg., Amarillo.

Tex., San Antonio—City, John W. Tobin, Mayor, has low bid at \$44,813 from Chas. Briant, Builders Exchange Bldg., for remodeling Carnegie Library, Market St.; plumbing bid, Chalkley Bros., 214 E. Romana St., \$529; heating, Eagle Heating & Supply Co., \$1860; wiring, Thomson Electric Co., 1615 Broadway, \$895; Seutter & Simons, Archts., Builders Exchange Bldg.\*

Va., Woodstock—Town Council considers erecting \$10,000 town hall; 2 stories, auditorium on first floor to seat 700; kitchen, offices, clubrooms, etc., on second floor, bowling alleys in basement.

### Dwellings

Ala., Birmingham—Horseshoe Realty Co., J. W. Tipton, Pres., 825 Conroy Rd., erect 12 to 15 bungalows, connection with development; 5 and 6 rooms.

Ark., Big Flat—Assembly of God Congregation started work on parsonage. Address The Pastor.

Ark., Blytheville—A. M. Butt erect \$20,000 face-brick veneer and Bedford limestone residence; 2 stories, 40x50 ft., asbestos shingle or slate roof, oak floors, hardwood interior finish, hollow tile, hot water heat, struct. iron, refrigerators; Uzzell S. Branson, Archt.; ready for bids about May 1.

Ark., Conway—John Harton plans residence, Davis St.

Ark., Gurdon—Erith Shackelford erect residence.

Ark., Little Rock—B. L. Ulmer, 210 N. Pine St., erect \$13,000 brick veneer residence and garage, 822 N. Spruce St.; cost \$13,000.

Ark., Little Rock—Justin Matthews, 121 Second St., plans 40 dwellings, connection with development.

Ark., Little Rock—W. A. Barrier, 5308 C St., erect brick veneer residence, 5122 W. Markham St.

Ark., Little Rock—S. W. Wiggin erect \$10,000 brick residence, 4505 Woodland Ave.

Fla., Boca Raton—Jos. S. Cosden having tentative plans drawn by Addison Mizner, both Palm Beach, for residence, Distrito section.

Fla., Clearwater—Geo. Eichelberger erect \$25,000 Spanish type residence.

Fla., Coral Gables, Miami—A. F. Faulhaber, Inc., erect model French village; John and Coulton Skinner, Archts.

Fla., Jacksonville—Robt. Evans Grubbs erect dwellings, St. Augustine Rd., S. of Mandarin Forks.

Fla., Jacksonville—Mrs. A. C. Schaefer, Los Angeles, Cal., reported erect winter residence.

Fla., Jacksonville—Mrs. Albertina Stanzel,

Elizabeth, N. J., plans winter residence, Little Pottsburg Creek.

Fla., Miami—H. R. Bohnert, 1258 N. W. Third St., erect \$15,000 residence and garage, 1520 N. W. Ninth St.; 2 stories, cement blocks.

Fla., Miami—H. H. Gilbert, 246 N. W. 34th Terrace, erect 3 cement block dwellings, N. W. 42d St. near 17th Ave.; cost \$4000 each.

Fla., Panama City—C. T. Martin, Slocumb, Ala., erect number bungalows, College Point subdivision.

Fla., Sarasota—Mrs. Daisy Ellis erect \$25,000 Spanish type residence; 10 rooms, hollow tile, red Spanish tile roof, 6x6-in. red tile porch floors, tile baths, hardwood floors; garage; Julian S. Starr, Archt., 976 Victory Ave.; opens bids April 20. See Machinery Wanted.\*

Fla., Tampa—B. L. Hamner Organization, Ira C. Humphrey, Sec.-Treas., Citrus Exchange Bldg., plans 200 to 300 additional dwellings in North Side Country Club area.

Fla., Tampa—J. B. Warner erect \$10,000 residence, Culbreath Ave.

Fla., Tampa—T. D. Henley erect \$10,000 residence, Lykes Ave.

Ga., Albany—Southern Pecan Groves, Inc., Dr. Veador Leonard, Pres., 2006 Lexington Bldg., Baltimore, Md.; purchased 6000 acres, Flint River, for pecan development; plans bungalows for winter colony.

Ga., Brunswick—J. W. Tippins, Baxley, plans dwelling, Mt. Simons; also erect personal residence, Long Island.

Ky., Bowling Green—Allen Realty Co., Joe F. Allen, Pres.-Mgr., erect number dwellings, connection with development.

La., Lake Providence—Garden Home Co., Oscar Ameringer, Mgr., erect dwellings and barns for 130 families, in connection with farms development; architect not definitely selected; let contracts within next few months.

La., New Orleans—Shepard Pleasants, 60 Neron Place, plans hollow tile and brick veneer residence, Versailles Blvd.; work start about 60 days.

La., New Orleans—Mrs. Lydia Wycliff receives bids May 16 (extended date) at office Jones, Roessle & Olschner, Archts., Maison Blanche Bldg., for alterations and additions to 2-story residence, 1820 Peters Ave.; following contractors estimating: J. A. Haase, Jr., 916 Union St.; J. A. O'Brien, Louisiana Bldg.; Wm. Wallace, 131 N. Hagan Ave.; A. C. Holloway, 1131 Fourth St.; T. J. Paddock, 4521 Laurel St.\*

La., New Orleans—Dr. Ernest E. Alleger, 5018 St. Charles St., receives bids April 22 at office Rathbone DeBuys, Archt., for 2-story frame and stucco duplex, Peters Ave.; tile roof and baths, Arcola heating, hardwood floors, hot-water heat; Juan G. Landry and Albert L. Theard, Asso. Archts., all Hibernia Bank Bldg.

La., New Orleans—C. F. Dahlberg, 1918 Broadway, erect \$12,000 residence, 199 Audubon Blvd.; tile roof, 2 stories.

La., New Orleans—P. J. Derbes, 429 Carondelet St., erect \$30,000 residence, Canal Blvd. and Adams St.; Nathan Kohlman, Archt., Godchaux Bldg.

La., New Orleans—E. M. Reynolds, Archt., 1418 Bourbon St., ready for bids about 30 days on single 4-room frame dwelling; slate roof.

La., New Orleans—Goldberg & Stahl, 1423 Carondelet St., erect 3 single cottages, Miro St., near Napoleon Ave.; total cost \$15,000.

La., New Orleans—Jas. L. Toca, Jr., 1232 Dorgenois St., receives bids April 24 for 2-story duplex and garage, Wilson Drive; tile roof and baths, hardwood floors, warm-air heat, hot water heaters, plastered walls; following estimating: Fred Hoffman, 2004 Elysian Fields Ave.; N. Ascani, 3709 Du Maine St.; J. W. Hymel, 2800 St. Bernard Ave.

La., New Orleans—A. H. Ehrensing, Archt., 1124 Peniston St., about ready for bids on face brick veneer dwelling, Broadway; 2 stories and part basement, 46x58 ft., asbestos roof, tile baths, automatic hot-water heaters, copper screens.

La., New Orleans—Mason & Spurl, Archts., Vincent Bldg., receiving bids for brick veneer dwelling, Valmont St., near St. Charles Ave.; 1-story.

La., Paulina—Rev. Francis Chauve erect \$10,000 rectory; face brick, tile or composition roof, hardwood floors; Wm. R. Burk, Archt., Balter Bldg., New Orleans; probably ready for bids about April 25.

La., Westwego—Wm. R. Burk, Archt., Balter Bldg., New Orleans, receiving bids for hollow tile and stucco rectory; cost about

\$12,000, 2 stories, 30x80 ft., tile roof and baths, pine and oak floors, plastered walls, steam heat.

Md., Baltimore—Jos. Gehring, 2133 Denison St., erect 9 brick dwellings, E. side Webster St., N. of Heath St.; total cost \$25,000.

Md., Baltimore—Driveway Realty Corp. erect number 2-story brick dwellings, S. side Melvale Ave., W. of Falls Rd.

Md., Baltimore—Miss Erma Hoffman, 4153 Pimlico Rd., erect \$10,000 residence, Buckingham Rd., Milford.

Md., Baltimore—Rochester Home Building Co., 36th and Frisby Sts., erect 12 brick dwellings, 700 block Melvale Ave.; 2 stories, brick; total cost \$36,000.

Md., Baltimore—Dr. Alan C. Woods, 842 Park Ave., erect \$25,000 residence, Millbrook Rd., near Greenway; 2 stories, 67.3x43 ft., brick.

Miss., Gulfport—Shaw & Woleben, Engrs.-Archts., drawing plans for \$10,000 dwelling; soon start plans for another \$10,000 dwelling.

Mo., Independence—J. B. Bradley erect residence.

Mo., Kansas City—C. A. Burton, 2014 Wyandotte St., erect 3 dwellings, 319-23 Westport Ave.; total cost \$18,000.

Mo., Kansas City—Fidelity Building Co. erect 5 dwellings, E. 69th Street Terrace; total cost \$40,000.

Mo., Kansas City—Wells Bros., 323 N. Belmont St., erect dwellings, 6214-20-22-24-26-30 Harrison St.; total cost \$18,000.

Mo., Kansas City—H. L. Smith, 552 Minnesota Ave., erect 2 dwellings, 5119-21 the Paseo; total cost \$16,000.

Mo., Kansas City—John Carroll erect 4 brick bldgs., 3310-16 E. 39th St.; total cost \$20,000.

Mo., Kansas City—J. Henry Douglas erect residence, 628 W. 67th St.

Mo., Kansas City—Carl A. Ostermann, 3821 Wabash Ave., erect residence, Main and 68th Sts.

Mo., Kansas City—Frank E. Vrooman, 306 Krauthoff Ct., erect duplex, 48th and Holly Sts.

Mo., Kansas City—Ralph W. Wells, 3317 Benton Blvd., erect residence, 820 W. Meyer Blvd.

Mo., St. Louis—Raymond E. Bidwell, Vice-Pres., Kellogg-Mackay Co., 419 W. 16th St., Chicago, Ill., rebuild recently purchased dwelling near Santa Fe Rd.

Mo., Kansas City—John E. Dunn, 3710 Jefferson St., erect residence, Central and 44th Sts.

Mo., St. Louis—Hawke & Comfort, Inc., City Club Bldg.; erect number dwellings, connection with development of York Village, St. Louis County.

Mo., Webster Groves, St. Louis—Holy Redeemer R. C. Church, Rev. P. J. Dooley, Pastor, erect \$40,000 brick parochial residence.

N. C., Charlotte—H. C. Sherrill Co., 34 S. Tryon St., erect 5 dwellings, Kenilworth Ave.; 6 and 7 rooms, brick veneer and frame; total cost \$35,500.

N. C., Monroe—John C. Sikes erect rough texture brick residence; limestone trim, 2 stories, 12 rooms; Chas. C. Hook, Archt., 338 S. Church St., Charlotte.

N. C., Tryon—Thermal Belt Development Co., Frank R. Yorke, Pres., erect number dwellings, connection with development; cost not less than \$4000 each.

Tenn., Chattanooga—J. S. and F. S. LaPerry erect 11 dwellings, Gifford St., near Rossville Ave.; 5 and 6 rooms; total cost \$40,000.

Tenn., Germantown—Dr. J. W. Peate, Exchange Bldg., erect stucco residence, Germantown; cost \$16,500; Stonekote on hollow tile, pine floors, tile bath, concrete foundation, asphalt shingle roof, garage; Regan & Weller, Archts., 8th floor Bank of Commerce Bldg., both Memphis; bids in. Address equipment proposals to owner.

Tenn., Knoxville—J. P. McMillin, member, McMillin & Klein, 607 Market St., plans residence, Kingston Court.

Tenn., Knoxville—W. C. Terry & Co., 325 W. Clinch Ave., erect \$10,000 Colonial duplex, Kingston Pike; brick, 2 stories, 12 rooms.

Tenn., Memphis—Demuth-White Realty Co. erect 5 duplexes, 174-86-98-212-22 Crestmere St.; 10 rooms.

Tenn., Memphis—Lionel Ray, care Cole Mfg. Co., 789 S. Fourth St., erect brick veneer residence, Red Acres; 2 stories and basement, 47x29 ft., composition roof, oak

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floors, tile bath, stone trim, concrete basement, hot-water heat; servants' house and garage; Jones & Furbinger, Archts., 11 Porter Bldg.; bids in.

Tenn., Memphis—C. C. Wellford, 66 Madison Ave., erect residence, Bellair Wood.

Tenn., Memphis—J. P. Wynne, care J. Northcross Co., receiving bids for residence; cost \$10,000; brick veneer, hall timbers and field stone, 1-story and basement, composition shingle roof, oak floors, tile bath, hot-water heat; Ragare; Estes W. Mann, Archt., 203 Cotton Exchange Bldg.

Tex., Abilene—D. M. Oldham, Jr., erect \$10,000 residence, Lytle Lake near Abilene; brick, semi-fireproof, 2 stories, 28x44 ft.

Tex., Brownsville—H. N. Skelton erect \$20,000 residence; Italian villa type, 2 stories, hollow tile and stucco; Harvey P. Smith, Archt., Nat. Bank of Commerce Bldg., San Antonio.

Tex., Corpus Christi—Richard King, 517 N. Broadway, erect residence; John M. Marriott, Archt., Frost Bldg., San Antonio; bids opened April 17.

Tex., Dallas—J. S. and W. H. Amis, 3508 Dickason St., erect 90 or more dwellings, Santa Monica addition, East Dallas.

Tex., Dallas—Ira S. Fudge erect \$10,000 residence, 6270 Richmond St.; 7 rooms, brick veneer.

Tex., Dallas—Fred E. Hess, Medical Arts Bldg., erect \$30,000 residence, 3825 Turtle Creek Drive; 8 rooms, brick veneer.

Tex., Fort Worth—Taliaferro & Tanner erect 2 brick veneer dwellings, 2224-28 Windsor Place; total cost \$35,000.

Tex., Greenville—Central Christian Church, W. W. Harrison, member, considers parsonage.

Tex., Houston—R. F. Campbell, 2208 Dunlavy St., erect English type residence, Edgemont; 2 stories, 11 rooms, brick veneer and half timber; J. W. Northrop, Jr., Archt., West Bldg.

Tex., Houston—O. Greenfield, 1914 Franklin St., erect \$10,000 residence and garage, 4603 San Jacinto St.; brick veneer, 7 rooms and bath.

Tex., Houston—B. W. Holtz, Sal Ross and Roseland Sts., erect \$15,000 residence and garage, 2312 Calumet Drive, Riverside Terrace addition; frame and stucco, 6 rooms.

Tex., Bryan—Wilson Bradley erect residence, College Ave.

Tex., San Antonio—J. M. Thompson, care Steves Sash & Door Co., 704 E. Commerce St., erect \$21,000 residence, Terrell Hills; frame and stucco, 2 stories; Herbert S. Green, Archt., Alamo Bank Bldg.

Tex., San Antonio—Robt. McGarraugh, erect 3 dwellings, Elmhurst St.; 6 rooms, cost \$5,000 each.

Tex., Tyler—H. Pinkard erect brick veneer duplex; cost about \$10,000; 2 stories, 33x40 ft.; Ray and Kennedy, Archts., Swann Bldg.

Va., Bluefield—C. D. Creasy erect residence.

Va., Bluefield—S. T. Jackson erect residence, Virginia Ave.

Va., Fredericksburg—Geo. Benoit, 159 W. 66th St., New York, purchased Snowden farm near Fredericksburg; will rebuild burned residence.

Va., Richmond—Maria A. Cary, 604 N. 35th St., has permit for \$39,000 residence, 2320 Monument Ave.

Va., Richmond—Eva Walker Lockett erect brick residence, 2717 Chamberlayne Ave.; cost about \$10,000.

W. Va., Romney—H. Bryne Jackson erect residence, site present structure, Gravel Lane and Grafton St.

### Government and State

Ark., Ozark—John R. Davidson erect 2 buildings, Second St.; 1 to be used for post office.

D. C., Washington—War Dept., Dwight Morrow Davis, Sec., reported selected John Lawrence Mauran of Mauran, Russell & Crowell, Chemical Bldg., St. Louis, Mo., to supervise plans, etc., for gen. building program; total cost about \$8,000,000.

Fla., Madison—A. E. Fraleigh considers erecting brick building for post office.

Md., Silver Spring—Maryland National Guard, Milton A. Reckord, Brig. Gen., Maryland Trust Bldg., erect \$60,000 armory after plans by Robt. L. Harrys, 516 N. Charles St., both Baltimore; 2 and 1 story, 75x35 ft. and 60x5 ft., maple, composition and concrete floors, concrete foundation, composition and slag roof, hollow and interior tile, metal doors, wire glass; furnishings, equipment, etc., about \$10,000.\*

Miss., Biloxi—Mississippi National Guard,

Jackson, erect permanent camp, Back Bay between Biloxi and Ocean Springs; cost \$95,100.

Mo., Kansas City—Schutte Investment Co., 3015 Southwest Blvd., opens bids about April 19 for bldg., 1510 Prospect Ave., to be leased to Government for Post Office Station B; cost \$30,000, brick, 1 story, 45 x120 ft., tile and maple floors, stone foundation, gravel roof; furnishings, equipment, etc., \$8,000; R. H. Sanneman, Archt., 519 Lee Bldg.\*

Tenn., Nashville—State, Louis S. Pope, Commr. of Institutions, erect guard houses at Tennessee State Prison; A. A. McCorkle, Warden.

### Hospitals, Sanitariums, Etc.

Fla., Jacksonville—Sisters of Charity selected Gerald Barry, Dyal-Upchurch Bldg., as architect for 200-bed hospital; \$250,000 available to help defray cost.\*

Fla., Ocala—City erect new bldg. for Munroe Memorial Hospital, site present structure; Johnson & Brannan, Archts., Peoples Natl. Bank Bldg., Lynchburg, Va., revising plans.

Ga., Rome—Frances-Berrien Hospital erect fireproof west wing; install elevator, remodel first floor present structure; drawing plans.

La., Minden—Dr. J. D. Kilgore and others plan sanitarium, Monroe St.

La., New Orleans—Home for Incurables, Constance St. and Henry Clay Ave., has plans by Diboll & Owen, Interstate Bank Bldg., for \$40,000 left wing addition; 2 stories, brick, composition roof, steam heat; bids opened.\*

La., New Orleans—Charity Hospital receives bids April 30 at office Favrot & Livaudais, Ltd., Archts., Hibernia Bldg.; for covered walk; following contractors estimating: Lionel F. Favrot, Louisiana Bldg.; Gervais F. Favrot, Balter Bldg.; Denegre & Woodward, Inc., Louisiana Bldg.; Geary-Oakes Co., Title-Guarantee Bldg.; R. P. Farnsworth & Co., Canal-Commercial Bldg.; Jos. Fromherz, Title-Guarantee Bldg.\*

N. C., Raleigh—State, A. W. McLean, Governor, will rebuild west wing of North Carolina State Hospital for insane lately noted burned at \$500,000 to \$700,000 loss; Dr. Albert Anderson, Supt.

Tenn., Memphis—Baptist Memorial Hospital Board of Trustees, Rev. A. U. Boone, member, plan \$300,000 addition, Madison Ave.; to sell about \$400,000 bonds.

Tex., Dallas—Dallas County, Jim Miller, member, Commissioners' Court, will finance emergency improvements at Parkland Hospital; cost about \$250,000; city to later provide share of cost, probably by bond issue; work to include \$60,000 nurses' home addition; additions to kitchens and operating rooms, \$20,000; tubercular and contagious disease wards, \$40,000; \$25,000 Supt's. residence.\*

Tex., San Angelo—Kansas City, Mexico & Orient Railway Co. of Texas do not plan hospital at present, as lately reported.\*

### Hotels and Apartments

Ala., Mobile—Otis & Bruce, Archts.-Contrs., plan to erect \$250,000 apartment building, Government and Chatham Sts.

Fla., Coral Gables—Bay Biscayne Properties, Inc., Harry H. Smith, Pres., has plans by H. R. Graf for \$200,000, 128x115-ft., 2-story, U-shaped, 20-apartment building, Country Club section, fronting on Granada Blvd.; hardwood and rubber tile floors, built-in fixtures.

Fla., DeLand—Dr. Charles B. McFerrin, 1005 Woodward St., Orlando, announced plans for \$1,000,000, Spanish Renaissance type Casa McFerrin Hotel at Country Club Estates; 200 guest rooms each with bath, fireproof, steel frame, tile walls and floors, stucco exterior finish; W. J. Carpenter, Archt.

Fla., Fort Myers—Bradford Hotel, Jack R. Randal, Mgr., will erect 40-room addition and remodel present building.

Fla., Fort Pierce—Joseph Grant erect \$20,000, tile and stucco, 8-apartment building.

Fla., Hollywood—Robinson & Rouss will erect \$25,000 apartment house.

Fla., Little River—S. R. C. Filler erect \$12,000, 56x28 ft., 4-family apartment house, between Fifth and Sixth Sts., Biscayne Park.

Fla., Live Oak—Lake Suwannee Corp., Capt. A. H. Baldwin, Pres.; Dr. H. M. Strickland, Vice-Pres., plans to erect \$100,000, 3-story, 50-room hotel and \$16,000 hunting and finishing clubhouse in connection.

Fla., Miami—S. Dubbin, 652 S. W. First St., plans to start work within 30 days on 4-story, reinforced concrete and hollow tile,

36-family apartment building at 612 S. W. First St.; arcade for shop purposes, 2 high-speed elevators.

Fla., Miami—R. V. Fuller of Tatum Brothers Co., 200 E. Flagler St., purchased lot at N. E. cor. N. W. 18th St. and 23rd Ave.; plans to erect apartment house next year.

Fla., Palm Beach—W. S. McGuire erect \$50,000, Spanish type, 3-story, 12-family apartment building, Sunset Ave. and Bradley Place.

Fla., Palm Beach—Palm Beach Causeway Park Corp., W. E. Wright, Pres.; G. H. Kleinsorge, Gen. Mgr., purchased property along South Ocean Blvd.; contemplate erecting hotel to cost between \$1,500,000 and \$2,000,000 and casino.

Fla., Tampa—H. H. Eggens erect \$30,000 apartment house on Melville Ave.

Fla., Tampa—S. R. Norman, Jefferson Apt., Washington, D. C., representing group of Eastern capitalists, leased site of Sacred Heart Catholic College, Florida and Madison Aves. and Marion St.; contemplate erection of \$3,000,000, 20-story hotel and office building next fall.

Ga., Bullochville—Tusawilla Hotel, Bradley Dismukes, Propr.-Mgr., remodel building at cost of \$20,000.

Ga., Thomasville—Three Toms Tavern will erect 75-room addition after plans by E. C. Wachendorf, Atlanta.

Ky., Lexington—F. B. Drake, owner of Reed Hotel property, has plans for remodeling and renovating.

La., New Orleans—P. A. Chopin, 2800 St. Charles Ave., has plans by Walter Cook Keenan, Liverpool & London & Globe Bldg., for \$30,000 apartment building, Washington Ave.

Md., Baltimore—Leo E. Steinmetz, 3115 Gwynn Oak Ave., purchased 3-story dwelling at 717 W. North Ave.; will convert for business and apartment use.

Miss., Greenwood—Auto Travelers Hotel Corp., J. H. Evans, Pres. and Ch. Engr., 732 Georgia St., Memphis, Tenn., considering sites for proposed \$150,000 building; plans practically completed for 3 hotels in Memphis.

Miss., Waynesboro—Mr. and Mrs. E. B. Davis will operate 3-story, brick hotel, to be erected on Front St.

Mo., Kansas City—B. H. Adams erect 2 apartment houses, 1015-19 Troost Ave.

Mo., Kansas City—R. N. Eaton, 420 Rialto Bldg., erect 16-family apartment house at 2727 Campbell St.

Mo., Kansas City—Herbert Kelley, 300 Victor Bldg., and Don L. Spicer, 3436 Benton St., erect two 16-apartment buildings and a 4 and 12-apartment building at N. E. and N. W. cors. 51st St. and Baltimore Ave.

Mo., St. Louis—Hanley Road Realty Co., B. M. Nevins, Treas. and Mgr., 821 Belt Ave., start taking bids in Aug. or Sept. for erection of 54-family apartment building of 5, 6 and 7 rooms each. (See Machinery Wanted—Refrigeration System; Gas Ranges; Boilers; Oil Burners.)

Mo., St. Louis—Marget Realty Co. purchased lot fronting 100 ft. on Washington Blvd., near Adelaide Ave.; completing plans for erection of 30-family apartment building.

N. C., Asheville—Haywood Edmundson, John F. Sprague, 606 N. Blount St., and W. T. Joyner, Lawyers Bldg., Raleigh, and F. M. Weaver, R. F. D. No. 1, and Charles O'Connor, Forest Rd., Asheville, purchased property at S. E. cor. Patton Ave. and Asheland St.; contemplate erecting \$800,000, 12-story building, accommodate 6 stores on ground floor, next 7 floors to European plan hotel, 4 top floors for apartments.

N. C., Asheville—J. M. Scott erect \$25,000, 3-story brick and frame, 27-room apartment house, 164 Hillside St.

N. C., Charlotte—Citizens Hotel Co., J. H. Little, 13 N. Poplar St., owner, and Foor-Robinson Co., Emmett E. Robinson, Pres., lessees, plan erection of 137-room addition to Hotel Charlotte, Trade and Poplar Sts.; W. L. Stoddard, Archt., 50 E. 41st St., New York.\*

N. C., Durham—C. W. Sampson has permits for three 12-family, brick apartment houses, Daclan Ave. and Gregson St.; \$130,000.

N. C., Winston-Salem—W. A. Shore, 129 Broad St., will erect three brick, 40-room negro apartment houses, E. Third and E. Second Sts.; \$30,000.

Okla., Thalequah—Thompson Hotel Co., J. P. Thompson, Mgr., erect \$50,000, 3-story, brick, 65-room, fireproof hotel building, work to start May 1.

Okla., Wewoka—Citizens raised \$40,000

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toward erection of 4-story, 100-room, brick and concrete hotel building. Address Chamber of Commerce.

S. C., Belvidere—Benjamin H. Marshall, Archt., 612 Sheridan Ave., Chicago, Ill., announced plans for erection of \$2,000,000 tourist hotel near Belvidere; planning to erect chain of hotels.

Tenn., Chattanooga—O. Z. Wise, 417 Poplar St., erect \$20,000, 3-story, brick apartment house on Poplar St.

Tenn., Chattanooga—R. H. Hunt, James Bldg., A. G. Stephenson, Fred Frazier, Volunteer Life Bldg.; James R. Hedges, Missionary Ridge, and associates plan to start work July 1st on \$500,000 apartment hotel atop Missionary Ridge on Crest Road; include 12 two-room, 21 three-room, 29 four-room and 2 five-room apartments; also 2 dining rooms, reception rooms, writing rooms, kitchen, etc.

Tenn., Memphis—I. Albert Baum, Archt.-Builder, Columbia Mutual Trust Bldg., purchased lot, Poplar and Cooper Sts.; erect 4-apartment house.

Tenn., Nashville—Mrs. Walter Bowie, Ligon Lane, erect \$11,000, brick, 2-story, four-apartment house, 1228 18th Ave. South.

Tex., Amarillo—L. N. Pittman, 4508 1/2 Polk St., receiving bids for 3-story and part basement, 65x80 ft., reinforced concrete, brick, tile hotel building; 46 guest rooms, 25 baths, 1 passenger elevator; D. D. Pittman, Archt., 408-10 Prince Bldg., Houston.

Tex., Amarillo—Mrs. J. J. Service, 1620 Van Buren St., has plans in progress by Guy A. Carlander, 15 Massie Bldg., for 2-story, brick and concrete, 36x54-ft. apartment building.

Tex., Childress—C. C. Littlefield and associates contemplate erecting \$100,000 4-story, brick, concrete and steel, 100x115-ft. hotel building.

Tex., Clarendon—Watson & Antrobus have plans in progress by Guy A. Carlander, 15 Massie Bldg., Amarillo, for \$40,000, 3-story, brick, stone and reinforced concrete hotel building.

Tex., Commerce—Chamber of Commerce interested in organization of company to erect \$75,000 to \$100,000 hotel building.

Tex., Corpus Christi—John L. Tompkins, 421 Peoples St., erect \$12,000, 2-story, frame and stucco apartment house.

Tex., Dallas—James R. Foster erect \$15,000, 32-room, brick veneer, 8-apartment house, 601-3 N. Marsalis St.

Tex., Dallas—L. V. McDaniel, 2523 Madera St., erect \$40,000, 64-room, brick veneer, 16-apartment building, 922 N. Haskell.

Tex., Dallas—Lee White, 814 E. Sixth St., erect \$17,500, 20-room, brick veneer, 4-apartment house, 4325-7 Cedar Springs.

Tex., Houston—Harold N. Falk, Minneapolis, Minn., purchased block of South End property; plans to build four 3-story, \$250,000, brick veneer, 16 to 32 apartment buildings.

Tex., Houston—W. M. Fonville, 4702 Washington St., erect \$16,000, brick veneer apartment house with tile roof and garage, 1824 W. Alabama St.

Tex., Houston—J. A. Harris erect \$16,000 apartment house on Banks St.

Tex., Houston—James E. Smith, Turnbow Bldg., erect \$18,000, 2-story, brick veneer apartment building, 315 Branard St.; also \$17,000, 2-story, brick and frame apartment house, 311 Branard St.

Tex., Houston—John L. Barton erect \$25,000, brick veneer, 8-apartment house with composition shingle roof and garage, 4711 Fannin St.

Tex., Houston—F. T. Bradford, City Market, erect \$12,000, frame and brick veneer, 6-apartment house of 3 rooms and bath each at 209 N. Milby St.

Tex., Houston—Fred H. Burkey erect two \$16,000 brick veneer, 4-apartment houses and garages, 604 and 610 W. Clay St.

Tex., Houston—J. Landers, 505 Main St., erect \$12,000, brick veneer, 4-apartment house, 1104 Webster St.; asbestos roof, garage.

Tex., Houston—M. Lewis erect \$11,000 brick veneer, 4-apartment house, 1506 Rosewood St., Rosewood Addition.

Tex., Houston—A. E. Olson & Bros., 1021 W. Gray St., erect two 12,500, brick veneer 4-apartment houses with frame garage, 1011 W. Gray St. and 1019 W. Gray St.

Tex., Houston—Ira A. Harris, 1023 Bayland St., erect \$16,000, frame and brick veneer apartment house, 1010 Banks St.

Tex., Mineral Wells—Mineral Wells Hotel Co., A. E. Eaton, Pres., plans to start work

in 30 days on \$800,000, fireproof, 100x400-ft. hotel building; W. C. Hedrick & Co., Archts., Texas Hotel, Fort Worth; to be leased and operated by Baker Hotels, Inc., T. B. Baker, Pres., Dallas, and likely to be called the Baker Hotel.\*

Tex., Paris—S. B. Perkins, Jackson and Austin Sts., Dallas, has plans in progress by Curtis & Lightfoot for \$50,000, 1-story, 58x134 ft. and 2-story, 36x134 ft., brick, stone, hollow tile, reinforced concrete, fireproof business terminal and Gibraltar Hotel addition.

Tex., Tyler—Blackstone Hotel Co., E. P. McKenna, soon have completed plans by Coburn, Smith & Evans, 2006 Republic Bank Bldg., Dallas, for 3-story brick and reinforced concrete fireproof addition to hotel; also plan to erect 50-room addition in fall; R. E. Fellow, 1324 N. Fifth St., lessee.\*

Tex., Waco—O. H. Cross, McGregor Rd., soon select architect for \$700,000, 200-room, 12-story hotel, 100 ft. on Franklin St. and 107 ft. on Fifth St.; will be leased by C. M. Hilton and Harry Sigel, 2006 South Blvd., Dallas.

Va., Richmond—P. J. Beattie, Pres. of Rosewood Construction Co., American Natl. Bank Bldg., announced construction of \$300,000, 24-family Club View Apartments, Westhampton Ave., Three Chopt and River Rds.

### Miscellaneous

Ala., Ensley, Birmingham—Kiwanis Club, Clyde W. Ennis, Sec., Age-Herald Bldg., promoting construction of clubhouse for all civic clubs.

Ala., Montgomery—Morrison Cafeteria, Commerce St., J. A. Morrison, Pres., plans to repair structure after \$50,000 fire damage; address the Proprietor.

Ark., Clarksville—Clarksville Country Club, Heber Denman, Pres., plans erection of new clubhouse on Country Club grounds.

Fla., Belleair—Dr. L. A. Bize, Pres. of Citizens' Trust & Savings Bank of Tampa; J. L. Kelly, Clearwater; J. M. Studebaker, Jr., South Bend, Ind., are members Board of Governors of Pelican Country Club to erect clubhouse at Belleair Estates.

Fla., Lake Wales—National Town & Country Club plans establishment of local chapter and immediate erection of club buildings in Curtis Park; George B. Post & Sons, Archts., 101 Park Ave., New York, and Cleveland.

Fla., Umatilla—Education Board of Southern Baptist Convention accepted offer of 150-acre tract and contribution of between \$90,000 and \$100,000 to be raised as contribution toward erection of auditorium, 100-room hotel, etc., in connection with establishment of Baptist winter assembly; Dr. W. H. Battle, pastor of Baptist Church, Leesburg, member of committee.

Fla., West Palm Beach—Palm Beach Jockey Club, Inc., Max R. Read, Sec.-Treas., plans to erect clubhouse, grandstand with 5000 seating capacity, paddock and barns for 1200 horses in connection with race track and steeplechase course.

Ga., Atlanta—Congressman W. D. Upshaw, Pres.; Dr. Elam F. Dempsey, 63 Auburn Ave., First Vice-Pres., leading movement to raise \$100,000 for establishment of summer camp for Christian workers near Oglethorpe University.

Ky., Bowling Green—Allen Realty Co., Joe F. Allen, Pres., erect road houses, stores, homes, etc., in connection with development.

La., New Orleans—Motor League of Louisiana has plans by Weiss & Dreyfous, Maison Blanche Bldg., for clubhouse at Chef Menteur.

Md., Baltimore—Samuel H. Hoffberger of Hoffberger Ice Co., 538 E. Monument St., has plans in progress by Frederick A. Fletcher, 407 N. Charles St., for \$20,000, 36x70-ft., 2-story, brick building, Park Heights Ave. and Howard Place; provide office and ice distributing plant on first floor, apartments above.

Miss., Biloxi—Gulfport—Harry C. Moir, owner of Morrison Hotel, Chicago, soon let contracts for erection of amusement palace on Holmhaven-on-the-Gulf, consisting of supper club, dancing floor, summer and winter swimming plunge, etc.; \$100,000; Carl Matthews, Archt.

Mo., St. Louis—City Club Building Co. will make alterations to 15-story hotel club and shop building, 316 N. 11th and 1014 Locust St.; \$40,000; City Club Hotel Co., lessee; Preston J. Bradshaw, Archt., 1012 International Bank Bldg.

S. C., Greenwood—Connie Maxwell Orphanage received \$20,000 from will of late S. B. Ezell, for construction of science hall or building for teaching domestic science.

Tex., Austin—Texas Ex-Students' Assn., William B. Ruggles, Sec., plans permanent home building for Texas Exes, extension graduate work of University of Texas.

Tex., San Antonio—Home of Neighborly Service, Miss Bessie Sneed, Supt., 1515 Lakeview Ave., will occupy building to be erected in connection with Mexican Church of Divine Redeemer, Rev. Earl C. Welliver, pastor; \$15,000; Harvey P. Smith, Archt., National Bank of Commerce Bldg.

Tex., San Antonio—San Antonio-Casino Club have completed plans about May 15 by Kelwood Co., Travis Bldg., for 6-story, brick and reinforced concrete club building, Crockett and S. Presa Sts.

### Railway Stations, Sheds, Etc.

La., Ferriday—Louisiana & Arkansas Railroad, E. F. Salisbury, Ch. Engr., Minden, La., reported to erect freight depot.

### Schools

Ala., Birmingham—Trustees of Howard College, care T. R. Eagles, 8016 Underwood Ave., receive bids about April 25 for erection of \$40,000, 1 story, 160x60-ft. High School building in Ensley; concrete foundation, hardwood floors, built-up composition roof. Address proposals to Denham, Van Keuren & Denham Archts., Age-Herald Bldg.\*

Ala., Opelika—Chamber of Commerce promoting erection of grammar school building.

Ala., University—University of Alabama, George H. Denny, Pres., has plans in progress by Miller & Martin, Title Bldg., Birmingham, for \$100,000, 3-story, brick and stone, 134x40-ft. Law Building; cement floors, concrete foundation, equipment and furnishings cost \$15,000; address equipment proposals to A. J. Farrah, University; Shaler Houser, Engr., Audubon Place, Tuscaloosa.\*

Fla., Lakeland—Polk County Board of Public Instruction, Dr. J. A. Garrard, Chmn., Bartow, receives bids until April 29 for erecting school building, Central Ave.

Fla., Miami—Dade County Board of Public Instruction, Ray L. Hamon, Supv. of Buildings, receive bids about May 4 for erection of \$150,000 Buena Vista elementary school; probably let contract next week for \$275,000 Miami Beach junior high school building; Martin L. Hampton and associates, Archts., Royal Hotel Casino; will let contracts this month for construction of auditorium at Ada Merritt Junior High School and auditorium at Robert E. Lee junior high school.

Fla., Miami Beach—City voted \$800,000 school bonds; address Dade County Board of Public Instruction, Miami.\*

Fla., Oneco—Manatee County Board of Public Instruction, Bradenton, has plans by J. H. Johnson, Bradenton, for addition school rooms.

Fla., Sarasota—Sarasota voted \$750,000 school bonds; soon start work on first unit of proposed \$1,000,000 High School, Washington Blvd. and Hudson Bayou; address Sarasota County Board of Public Instruction, A. L. Joiner, Chmn.\*

Fla., Sarasota—Sarasota County Board of Public Instruction considering calling \$75,000 school bond election in Englewood District.

Fla., St. Leo—St. Leo Academy receiving bids for erecting 3-story, fireproof, tile, concrete and stucco, 96-room dormitory; Gerald A. Barry, Archt., Dyal Upchurch Bldg., Jacksonville.

Ga., Sautee—Nacoochee Institute, John Knox Coit, Supt., plans to erect tabernacle to replace burned chapel.

Ga., Waycross—Piedmont Institute Board of Trustees, C. E. Gibson, Chmn., broke ground for \$24,000 boys' dormitory; N. Sargent Hamilton, Archt., 2 Springlake Dr., Atlanta.\*

Ky., Bowling Green—Western Kentucky State Normal School Board of Regents receives bids until May 19 for stadium, library building and power plant; \$400,000, reinforced concrete, brick and stone, hollow and interior tile, metal doors, steel sash and trim, wire glass, dumb waiters, ventilators, marble, limestone, terra cotta trim; flooring of tile, terrazzo, concrete and composition; Brinton B. Davis, Archt., 508-10 Columbia Bldg.; Wallace Holing, Mech. Engr., 1417 Starks Bldg.; both Louisville.\*

Ky., Russell—Board of Education call election May 22 on \$26,000 bonds for new grade school, improvements to present buildings.

La., Amite—Tangipahoa Parish School Board, W. J. Dunn, Sec., receives bids until May 10 for erecting 2 high school buildings at Amite and Roseland; plans and specifications may be obtained from Wm. T. Nolan,

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Archit., 1026 Canal-Commercial Bldg., New Orleans, for Amite building and Sam Stone, Archt., 714 Union St., New Orleans, for Rose-land building.\*

La., Homer—Claiborne Parish School Board selected Edward F. Neild, Merchants Bldg., Shreveport, prepare plans for \$173,000 High School building.\*

Miss., Bay St. Louis—Mayor and Board of Aldermen receive bids until May 11 for erection of elementary and high school building, cost \$70,000; plans and specifications may be obtained from Wm. T. Nolan, Archt., Canal-Commercial Bldg., New Orleans, La.\*

Miss., Columbus—Gov. H. L. Whitfield is Chmn. and Lt. Gov. Dennis Murphree is Sec. of State Building Commission, both Jackson, planning erection of administration building with auditorium and offices, a dormitory, dining hall and Physical Education building on campus of Mississippi State College for Women, J. C. Fant, Pres.; \$500,000 appropriated.\*

Miss., Hazlehurst—Board of Trustees Hazlehurst City Schools, H. J. Wilson, Pres., receive bids until April 30 for erecting \$16,000 negro school building in East Hazlehurst; soon let contract for annex to white school building.\*

Miss., Hattiesburg—State of Mississippi, Gov. H. L. Whitfield, Jackson, will erect \$70,000 Practice School at State Teachers College, Joe Cook, Pres.; equipment and furnishings cost \$5000; fireproof construction; Archt. not yet selected.\*

Miss., Magee—Board of Trustees of Magee Separate School District receives bids until May 1 for \$15,000 school auditorium, designed by J. M. Spain, Jackson; plans and specifications may be obtained from Mrs. Prudie L. Robinson, Pres.

Miss., Tupelo—Mayor and Board of Aldermen call election May 8 on \$125,000 bonds for new school building.

Miss., West Point—Town voted \$100,000 bonds for new school building; address Board of Education.\*

Mo., Butler—Board of Education, Dr. Crabtree, plans to erect \$35,000, 2-story and basement classroom, auditorium and gymnasium annex to High School.\*

Mo., Fayette—Central College plans drive for \$750,000 to build dormitories, chapel, conservatory of music, religious education building, library and gymnasium.

Mo., Humphreys—Humphreys School District voted \$15,000 bonds for new school building. Address Board of Trustees.

Mo., Kansas City—Board of Education plans start work this spring on 3-story addition to Longfellow School, 29th and Holmes Sts., to contain auditorium, gymnasium, cafeteria and 8 classrooms; Charles A. Smith, School Archt.

N. C., Asheville—Johnson District voted \$40,000 bonds for new brick school building. Address Buncombe County Board of Education.

N. C., Bayboro—Pamlico County Board of Education, T. B. Attman, Sec., probably let contract this week for brick and frame school at Arapahoe and for remodeling brick and frame school at Oriental; Leslie N. Boney, Archt., Murchison Bldg., Wilmington.

N. C., Belmont—Town voted \$50,000 bonds; soon complete plans for 8-room addition to East School, 10 rooms to the teacherage, addition to Central school building of new 10-room junior high school; address Board of Education.

N. C., Gastonia—Mount Holly Graded School District No. 4, River Bend Township, voted \$30,000 bonds for High School; Dallas Graded School Dist. No. 1, Dallas Township, voted \$30,000 bonds for High School; Belmont Graded School District No. 2, South Point Township, voted \$70,000 bonds for new building for Central Belmont School, addition to East Belmont school and addition to Belmont Teacherage. Address Gaston County Board of Education.

N. C., Lenior—Caldwell County Board of Education, A. W. McIntosh, Sec., receives bids until April 27 for erection of two 10-room and auditorium school buildings at Hudson and Kings Creek; Frank B. Simpson, Archt., Masonic Temple Bldg., Raleigh.

N. C., Millbrook—Neuse District No. 1 voted special school tax, will erect \$65,000 school building; Address Wake County Board of Education.

N. C., Rockingham—Richmond County Board of Education, L. J. Bell, Sec., receives bids until May 3 for erection of 3 brick school buildings containing 8 rooms and auditorium each.

Okla., Wayne—School District No. 10, Mc-

Clain County, O. O. Dawson, Clerk, plans to erect \$30,000, 1-story, tile with brick facing, school building; equipment and furnishings cost \$3000; Butler Co., Archt., Hersk Bldg., Oklahoma City. (See Machinery Wanted—Tile; Metal Ceilings; Vaults.)\*

S. C., Anderson—Board of Trustees of School District No. 17, W. P. Wright, Chmn. Building Committee, has plans in progress by Casey & Fant for extension of 4 classrooms and toilets to E. Whitner St. and 2 classrooms and toilets to Glenn St. school; \$20,000, equipment and furnishings, \$6000.\*

S. C., Charleston—The Citadel, John P. Thomas, Chmn. Board of Visitors, receives bids until May 5 for erection of barracks building; plans and specifications may be obtained from Lockwood, Green & Co., Archts., Spartanburg.\*

S. C., Newberry—Board of Trustees School District call election May 18 on \$250,000 school bonds.

S. C., Norway—Willow Consolidated High School District, J. H. Chitty, Chmn., opens bids May 3 for \$35,000, 1-story, frame and brick veneer High School building; Lafaye & Lafaye, Archts., 1224 Sumter St., Columbia.\*

S. C., Rock Hill—Winthrop College Board of Trustees, Pres. D. B. Johnson, will proceed with work on enlarging library and completing teacherage.

S. C., Spartanburg—Converse College received \$20,000 from will of late S. B. Ezell, for construction of infirmary.

S. C., Spartanburg—Board of Trustees of City Schools open bids May 5 for erection of 12-room addition to Fremont School; J. Frank Collins, Archt., 160 Alexander Ave.

S. C., Woodruff—Chicora College, Rev. John F. Matheson, Union, member of board, will sell \$400,000 in bonds toward erection of new plant.

Tenn., Jefferson City—Carson and Newman College receives \$35,000 bequest conditioned on raising of equal amount, for construction of girls' dormitory.

Tenn., Knoxville—Board of Education requested Wm. B. Ittner, Archt., Board of Education Bldg., St. Louis, Mo., submit preliminary plans for high school gymnasium.

Tenn., Knoxville—Homer P. Shepherd, Supt. of public schools, has plans for erection of \$300,000 junior high school near Caswell Park, in Park City, and another in Lonsdale; R. F. Graf & Son, Journal Bldg.; Barber & McMurray, 425 W. Clinch Ave., and A. B. Baumann & Son, Archts., 813½ Market St.; Wm. B. Ittner, Const. Archt., Board of Education Bldg., St. Louis, Mo.\*

Tenn., Knoxville—Board of Education, W. L. Ambrose, Treas., considering erection of new gymnasium for High School at Lamar and Fourth Aves.

Tenn., Madisonville—Monroe County Board of Education receiving bids for 3-teacher school building, for Citico School and new building at Tallassee.

Tex., Batson—Batson Independent School District voted \$75,000 bonds to construct and equip new High School; address Supt. W. J. Tullis.

Tex., Bessmay—Board of Education selected Livesay & Wiedemann, 607 San Jacinto Life Bldg., San Antonio, prepare plans for 1 story, 6 classroom and auditorium school and 1 story, 6 room, frame teachers' home.

Tex., Brownsville—Board of Education receive bids after May 1st for 1 story, brick, hollow tile and concrete power plant to serve High School, Junior School and future High School; Harvey P. Smith, Archt., Natl. Bank of Commerce Bldg.\*

Tex., Bryson—Board of Education, Bert Bryson, Sec., plans to erect \$25,000, 38x68-ft., brick and concrete school building; bond election soon; A. B. Withers, Archt., 104½ Oak St., Mineral Wells.

Tex., Cotulla—Board of Education has plans in progress by C. H. Page & Bro., Austin National Bank Bldg., Austin, for \$90,000, 1-story school building.

Tex., Dallas—Board of Education instructed Flint & Broad prepare detailed plans for Richard Lagow School.

Tex., Denison—Board of Education, Ben W. Munson, Sec., selected C. H. Page & Bro., Austin, prepare plans for 2-story school building; \$150,000 recently voted.\*

Tex., Elgin—Board of Education has plans in progress by C. H. Page & Bro., Austin National Bank Bldg., Austin, for \$90,000, 2-story school building.

Tex., Fort Worth—E. W. Van Slyke & Co., Archts., Reynolds Bldg., started plans for im-

provements at George C. Clarke School, 3300 block S. Henderson St., to cost \$40,000.

Tex., Fort Worth—Birdville Common School District voted \$12,000 bonds for erecting and equipping school building; Miss Elsie Wilson, Clerk of Commissioners' Court.

Tex., Harlandale—School Board, Robert Hilmes, Pres., 209 Belden Ave., call election May 8 on \$110,000 bonds for addition to present building.

Tex., Houston—Board of Education, H. L. Mills, Bus. Mgr., purchased property adjoining Southmore School, Crawford and Wentworth Sts.; has plans in progress by R. D. Steele, First Natl. Bank Bldg., for addition.

Tex., Idalou—Idalou Independent School District probably vote on \$40,000 bonds for addition to High School building; Peters & Haynes, Archts., Lubbock.

Tex., Irving—Board of Education, Lee Brittan, Sec., soon select Archt. for new school building; \$20,000 bonds voted.

Tex., Katy—Board of Education, H. E. Romack, Sec., has plans in progress by C. H. Leinbach, 605 Central Bank Bldg., Dallas, for 2-story, 122x45 ft., brick and stone addition and remodeling; \$38,000.\*

Tex., Mesquite—Pleasant Mound District No. 2 Board of Trustees (near Mesquite) selected Sadler & Russell, 507 Meiba Bldg., Dallas, prepare plans for \$17,500 school building.

Tex., Pharr—Board of Trustees Pharr School District has plans in progress by C. H. Page & Bro., Austin National Bank, Austin, for \$100,000 school building.

Tex., Raymondville—Board of Education opened bids for erecting two 1 story, reinforced concrete, brick and hollow tile school buildings; W. O. Stephenson, low bidder at \$36,770; City Electric Co., wiring, \$612; A. H. Shafer, 418 N. St. Marys St., plumbing, \$2063; Morris & Noonan, Archts., Builders Exchange Bldg., both San Antonio.\*

Tex., San Benito—Board of Education, G. C. Jones, Supt., approved preliminary plans, final plans in progress for improvements; include High School, 1-story, 14 classrooms with auditorium to seat 1000; Grade School, 6 rooms; remodel present High School into Junior High; Harvey P. Smith, Archt., Natl. Bank of Commerce Bldg., San Antonio.

Tex., Tahoka—Board of Education, E. I. Hill, Presc., call another election on \$100,000 bonds for 3-story and basement, brick and reinforced concrete High School; former bond election held invalid.\*

Tex., Texarkana—Texarkana Independent School District Board of Trustees call \$300,000 bond election May 18, of which \$200,000 will be used for municipal junior college, balance for improvements to grade schools.

Tex., Winfield—Board of Education selected Smith & Praeger, Dickson Bldg., Paris, prepare plans for \$13,500, 1-story, brick and concrete school building.

Va., Lincoln—Loudoun County Board of Education, Purcellville, will rebuild High School building recently burned; plans by State School Archt., Richmond; O. L. Emerich, Div. Supt., Purcellville.\*

Va., Roanoke—School Board, J. A. Page, Clerk, will call for bids for installation of auxiliary steam heating plant in Lee Junior High School building, to heat gymnasium and auditorium.

Va., Suffolk—Nansemond County Supervisors voted to issue \$150,000 school bonds.

## Stores

Ala., Birmingham—H. W. Baggett erect \$30,000 store building, 83d St. and Sloss Ave.

Ark., Fayetteville—T. E. McBride start work at once on 2-story and basement brick building, N. Block St.

Ark., Fort Smith—W. L. Curtis, First Natl. Bank Bldg., and C. B. Johnson contemplate erecting 1-story brick building, N. Eighth and A Sts.

Ark., Texarkana—Mrs. E. F. Torraha and others, owners of property at Fourth St. and State Line Ave., plan to erect 3-story business building.

Fla., Boca Raton—Druker Construction Co., Maurice Druker, Pres., planning to erect 10-store and 8-apartment building; plans by Addison Mizner.

Fla., Coral Gables—H. L. Hudson erect \$27,000 store and apartment building at 1569 Sunset Road.

Fla., Coral Gables—Carl A. Jahnigon erect \$18,000 store and apartment building at 115-17 Avenue Sevilla.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.



Fla., Coral Gables—Michaux-Raynor, Inc., W. F. Michaux and E. F. Raynor, Laidlaw Bldg., soon let contract for \$200,000 department store, "The Bazaar," at Ponce de Leon Blvd. and Avenue Giralda; 3 stories, Moorish type; Mordon E. Mayer, Archt., Silver Bluff St., Miami.

Fla., Jacksonville—Harry B. Howell, 2815 Riverside Ave., erect \$15,000 1-story brick building on Post, between Park and Margaret Sts.

Fla., Jacksonville—Brown Realty Co., 105 Julia St., erect \$20,000, 2-story, brick and tile addition, Market between 11th and 12th Sts.

Fla., Little River—Fred Hilt erect seven frame and stucco stores, N. W. Seventh St. and Miami Ave.

Fla., Miami—Charles Grimm Co., 142 N. W. 10th St., erect 6 stores at 890 S. W. 22nd Ave.; \$12,000.

Fla., Miami—W. S. Long, owner of Long Apartments, 233 N. E. Fifth St., announced building program for Miami and Miami Beach which includes stores, apartments and bungalows; include several stores on 125-ft. frontage on Second Ave. at 35th St.; group of stores with bungalow on top, facing Lummas Park in Miami Beach; arcade building at Alton Rd. between 15th and 16th Sts.; is associated with R. C. Eaking in erection of 8 stores at N. E. Second Ave. and 30th St.

Fla., Miami Beach—Harry S. Bastian, 835 Lincoln Rd., will erect 2-story, 60x100 ft. store and office building, Lincoln Rd.

Fla., Palm Beach—Palm Beach Stores, Inc., plans to start work in May on \$125,000 store building on County Road near Sunset Ave.; Harvey & Clarke, Archts.

Fla., St. Petersburg—Mrs. A. E. Cole erect \$25,000, 2-story, brick and steel building, 1809 Central Ave.; provide 3 stores and 20 offices.

Fla., St. Petersburg—Thomas J. Igoe erect \$10,000 store and apartment building in Belle Crest.

Fla., St. Petersburg—W. Dent, 2248 Fourth St. N., plans to erect \$20,000, 2-story room and 8-apartment building; R. S. Grau erecting store and apartment building on adjoining lot, 22nd Ave. and Fourth St.

Fla., Tampa—Orin Falk, 714 Franklin St., contemplates erecting store building on Franklin St.; only in tentative stage.

Fla., West Palm Beach—E. C. Hilker erect \$25,000 tile store and apartment building on 15th St.

Mo., Kansas City—Fred Johnson will erect \$110,000 brick building at 1310 Admiral Blvd.

Mo., Springfield—Mrs. W. W. Coffman, 447 South St., erect business building, McDaniel and Patton Sts.

N. C., Charlotte—Osmond L. Barringer, 24 W. Trade St., erect \$25,000, 2-story, brick store building at 407 N. Tryon St.

Tenn., Burlington—Mrs. M. R. Calloway erect \$15,000 brick building; 65x50 ft.

Tenn., Chattanooga—Trustees of Wildwood Camp, No. 16, C. C. Wilson, Clerk, soon let contract for 2-story, brick store building; plans and specifications at Hardwick Woolen Mills' store, Ocoee and 32nd Sts., Cleveland, Tenn.

Tenn., Chattanooga—L. A. Hitzfeld, 516 Barton Ave., erect \$12,000, 2-story building on Vine St.

Tenn., Knoxville—J. H. Webb Co., Market Square, plans extensive remodeling and expansion.

Tenn., Memphis—J. Y. Callahan, 1342 Snowden St., has permit for \$10,000, brick and concrete, 4-store buildings, 1029-35 Linden Circle, for Abe Scharf.

Tenn., Memphis—W. C. Hester purchased property on Poplar right at White Station for store building.

Tenn., Memphis—L. A. Bobbitt erect \$10,000 brick store building, 1365 Madison Ave., for Tennessee Realty Co.

Tenn., Morristown—John Neal let contract for 50x65-ft., 2-story, concrete block business building, S. Cumberland and E. Second South Sts.

Tenn., Nashville—Brandau-Craig-Dickerson Co., 307 Fifth Ave. N., have permit to tear down building, 304-6 Tenth Ave. South, and erect 2-story brick building; \$60,000.

Tenn., Nashville—McLellan Stores Co., W. W. McLellan, Pres., 455 Seventh Ave., New York, leased half of first floor space of Rich, Schwartz & Joseph Co. store, Leo Schwartz, Vice-Pres., 227 Fifth Ave. N., both companies to expend \$40,000 for improvements.

Tex., Abilene—Dr. D. M. Oldham, Jr., has plans in progress by David S. Castle Co., 701-4 Alexander Bldg., for \$45,000, fireproof, brick and hollow tile, 3-story, 50x85-ft. business building.

Tex., Abilene—J. W. Weems plans construction of \$20,000, 1 story, 100x140 ft., brick and concrete business building.

Tex., Austin—Thomas F. Taylor, Littlefield Bldg., has plans in progress by Gleescke & Harris, 207 W. Seventh St., for \$30,000, 2-story, brick store and office building, Ninth and Colorado Sts.

Tex., Dallas—J. W. Champion, 5330 Richard St., and L. W. Watson erect 6 brick stores, Binkley Ave. and Hughes Drive, University Park, cost \$24,650.

Tex., Dallas—Mary A. Fisher, Cambridge, Mass., care Fisher & Fisher, 510 Magnolia Bldg., Dallas, plans to erect \$10,000 store building.

Tex., Fort Worth—M. C. Burnett, Burnett Bldg., erect \$20,000, brick and concrete store building, 1400 block Jones St.

W. Va., Huntington—A. H. Frankel, owner of Union Store, 1007 Third Ave., purchased building at 1033 Third Ave.; contemplates replacing with 3-story structure.

Va., Portsmouth—S. S. Kresge Co., 455 Seventh Ave., New York, expend \$45,000 for remodeling and renovating Rosenbaum Building, 210-14 High St.; also \$25,000 for fixtures.

### Theaters

Fla., Hollywood—Moonlight Amusement Corp. plans to erect \$100,000 moving-picture theater, Ohio and Pennsylvania Sts., to start 2000.

Fla., Melbourne—Van Croix of Melbourne Amusement Co. announced erection of theater building on New Haven Ave.

Fla., Miami—N. Pritzker and A. J. Thalberg selected D. Leonard Halper and Lee Perry prepare plans for motion-picture theater, N. W. Seventh Ave. and Tenth St.

Ga., Atlanta—Capt. Frank S. Ellis, 1 Peachtree Circle, soon start work on \$75,000 motion picture theater on Tenth St. near Peachtree; will be called The Northside, seat between 500 and 750 people; Burge & Stevens, Archts., 101 Marietta St.\*

Ga., Thomasville—Nat Williams, Mgr., Grand Theater, announced erection of theater to seat 1200 people by The Interstate Enterprise.

Ky., Marion—Miss Mary Cameron will remodel Strand Theater building on Main St.

La., Baton Rouge—L. F. Hart, Pres. of Columbia Theater Co., Third St., leased property, 84x128 ft., at Third and Convention Sts.; planning to erect \$250,000 moving-picture theater.

Md., Frederick—Lloyd C. Culler, Mayor, receives bids until May 3 for alterations to City Opera House; plans and specifications may be obtained from Mayor or Rodier & Kundzin, Archts., 1707 Eye St. N. W., Washington, D. C.\*

Mo., St. Louis—S. Lee Vaughan, J. V. Lynn and Charles Vaughan, 7055 Nashville St., will erect picture theater at 1714 W. 39th St., seating capacity 1250.

N. C., Newbern—W. B. Blades plans improvements to Athens Show Shop, to include

installation of \$10,000 pipe organ; T. B. Kehoe, Gen. Mgr.

Tenn., Chattanooga—Koblentz Interests, 413 Glass St., contemplate erecting building on Glass St., East Chattanooga, to contain space 50x60 ft. for Koblentz department store and theater to seat 650.

Tex., Beaumont—Jefferson Amusement Co., Joseph C. Clemons, Pres., Liberty Theater, receiving bids for \$500,000, 80x160-ft., reinforced concrete and steel, brick and terra cotta theater building, seating capacity 2200; Emile Weil, Archt., New Orleans.\*

Tex., Fort Worth—Tom Cottar, 1217 W. Daget St., and H. G. Cottar, 1430 W. Peter Smith St., purchased Queen Theater, contemplate extensive improvements.

Tex., San Antonio—Sam and G. A. Lucchese, 112 Jefferson St., owners of National Theater, W. Commerce and Santa Rosa Ave., expend \$17,500 for remodeling.

Tex., San Antonio—L. J. Hart, Gunter Bldg., and J. K. Beretta, 404 W. French Place, and St. Marys Street Improvement Co. plan remodeling Pike Theater and other buildings on W. Houston St. between the river and Soledad St.; \$300,000.

### Warehouses

Fla., Live Oak—Ex-Governor Cary A. Hardee, George Allison and Tom Law on committee to perfect plans for erection of \$20,000 tobacco warehouse.

Fla., Miami—C. A. Weiant, New York, and E. N. Baty, 208 S. LaSalle St., Chicago, purchased property; planning to erect 2-story warehouse.

Fla., St. Petersburg—Acme Transfer Co., Inc., A. B. Germer, Pres., 1601 Third Ave. N., soon have plans by Henry H. Dupont, Jacksonville, for \$250,000, 6-story, 160x127 ft., fireproof, steel and concrete bonded warehouse, Fourth Ave. and Atlantic Coast Line; steel window and door frames, steel shutters, 3 elevators.

Fla., Tampa—Robert Mugge Co., Bay View Hotel, erect \$11,000 warehouse on Waters St.

La., Shreveport—Shreveport Carnival Association plans construction of warehouse building.

Miss., Gulfport—Shaw & Woleben, Engrs.-Archts., preparing plans for \$30,000 warehouse.

N. C., Greensboro—Morgan Millwork Co., 113 W. North Ave., Baltimore, will erect \$100,000, 2-story, 100x200-ft. warehouse.

N. C., Winston-Salem—Liberty Storage Co. contemplates erecting 4 warehouses, S. Liberty St.; \$100,000.

S. C., Columbia—W. A. Neal & Sons, Inc., erect \$11,000 warehouse and office building, 506 Lady St.

S. C., Greenville—Textile Warehouse Co., 541 S. Main St., open bids April 25 for erection of 3-story, mill construction, 100x80x130x86 ft. public warehouses, Rhett St.; concrete foundation, tar and gravel roof; F. H. & J. G. Cunningham, Archts., Coffee St.\*

Tex., Greenville—Greenville Mill & Elevator Co. selected W. R. Ragsdale, 301 Beckham Bldg., prepare plans for \$75,000 reinforced concrete and steel warehouse building.\*

Tex., Greenville—John D. Stuart erect 54x100-ft. tin and plumbing shop and warehouse between South Stonewall and Johnson Sts.

## BUILDING CONTRACTS AWARDED

### Association and Fraternal

Ky., Morganfield—Independent Order of Odd Fellows, W. T. Harris, member, Bldg. Comm., let contract at \$19,339 to P. B. McChesney, Princeton, for building, Main and Court Sts.; plumbing, Ben W. Floyd, \$1500, and heating, \$2500; wiring contract will be let to Kentucky Utilities Co.\*

Mo., Kansas City—Elmwood Lodge No. 582, I. O. O. F., let contract for \$45,000 building, Independence Blvd., to J. Hempfling & Sons, 317 Lee Bldg.; English type, brick, stucco and half timber, 3 stories; C. S. Naylor, Archt.\*

Va., Danville—Clements, Chism & Parker, 416 Main St., have contract for furnishing dormitories at Y. M. C. A.\*

### Bank and Office

Ala., Selma—Dr. F. G. DuBose erect second story to brick building, Lauderdale St., for offices; 150 ft. long, hardwood floor in hall; 14 offices; Mr. Cosby, Contr.

D. C., Washington—Following contracts let for building for Perpetual Building Assn., 500 11th St. N. W.: Metal windows, S. H. Pomeroy Co., Insurance Bldg.; heating, Casey & Co., 1430 Irving St. N. W.; revolving door, Lally-Rohlander Co., 1756 M St. N. W.; marble and tile, Stevens & French, 473 Sherman Ave.; elevator, Otis Elevator Co., 810 18th St. N. W.; metal partitions, Art Metal Construction Co., Southern Bldg.; rubber flooring, Carter & Co.; painting, P. F. Gordon, 900 Butternut St. N. W.; accoustical treatment, Johns-Manville, Inc., Kellogg Bldg.; brick work, H. M. Shook & Sons, 5515 39th St. N. W.; sheet metal work, S. Breneman, 113 4½ St. S. W.; plumbing, Isadore Freund, 64 O St. N. W.; electric work, Chas. E. Busey, 5410 Illinois Ave. N. W.; concrete H. P. Giddings, 1336 New York Ave. N. W.; bronze work, Gorman Co.; stone work, McLeod Cut Stone Co., 802 Hamlin St. N. E.; excavation, J. B. Latimer & Co.; lathing and plastering, E. Bruyninck; steel, Barber & Ross, Inc., 11th and G Sts. N. W.; glass and glazing, Pittsburgh Plate Glass Co., 4th and Channing Sts. N. E.; C. L. Harding, Archt., 729 15th

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Str. N. W.; Wm. P. Lipscomb Co., Inc., Contr., 516 District Natl. Bank Bldg.\*

Fla., Groveland—Bank of Groveland, W. J. Hartley, Vice-Pres., let contract to John Diebold for remodeling and enlarging building; cost \$15,000, including fixtures.

Ky., Murray—First National Bank erecting 1-story brick building.

La., New Orleans—Hibernia Bank & Trust Co. let contract to George J. Glover Co., Inc., Whitney Bldg., for remodeling building, Bourbon St. near Canal St., for branch bank; Favrot & Livaudais, Ltd., Archts., Hibernia Bldg.; contr. receiving sub-bids.

N. C., Asheville—Gilbert H. Morris, 63 Macon Ave., erecting \$20,000 ordinary type office building, Patton Ave.; 2 stories, 25x100 ft., wood floors, Barrett built-up roof; Jos. Dane, Engr.; L. L. Merchant Construction Co., Contr., 290 Biltmore Ave.\*

La., New Orleans—Gibbens & Gordon, Inc., 532 Canal St., has hardware contract for \$4,000,000 Canal-Commercial Bank & Trust Co. building; marble work, Lantz-Missouri Marble Co., Carthage, Mo.; painting, Frank J. Matthews, 419 Carondelet St.; limestone and granite, Furst Kirber Cut Stone Co., Bedford, Ind.; plastering, Moroney & Middleton, Louisiana Bldg.; terra cotta, Northwestern Terra Cotta Co., 2525 Clybourn Ave., Chicago, Ill.; Emile Well, Inc., Archt., Whitney Bldg.; O. M. Gwin Construction Co., Contr., Union Indemnity Bldg.\*

Okla., Okmulgee—J. W. McCulloch, 700 Commerce Bldg., let contract at \$353,489 to Chas. M. Dunning Construction Co., 420 1/2 N. Hudson St., Oklahoma City, for office building; reinforced concrete and cut stone to second story, face brick and terra cotta above; 6 stories and basement, 95x102.6 ft.; furnishings, equipment, etc., \$90,000; Smith & Senter, Archts., 401-05 Commerce Bldg.\*

Tenn., Chattanooga—Converse Bridge & Steel Co. let contract to Mark K. Wilson, Tennessee Electric Power Bldg., for \$15,000 brick, steel and frame office building, Vance Ave. near Watkins St.; W. H. Sears, Archt., James Bldg.; material purchased.\*

Tenn., Paris—First National Bank let contract at \$108,600 to V. L. Nicholson & Co., 102 W. Clinch St., Knoxville, for fireproof bldg.; 5 stories, 30x100 ft., tile and cement floors, concrete and brick foundation, cement roof; furnishings, equipment, etc., \$10,000; Marr & Holman, Archts., Stahlman Bldg., Nashville.\*

### Churches

Fla., La Belle—First M. E. Church, South, let contract at about \$18,000 to Marshall-Jackson Co., Inc., Lakeland, for building, Riverview Park sub-division.

Fla., New Smyrna—Methodist Episcopal Church, South, Rev. H. G. Davis, Pastor, remodel bldg.; cost \$25,000; Chappell & Weller, Archts., Contrs.

Ga., Augusta—St. Luke Methodist Church let contract for remodeling auditorium and erecting additions to Sunday school to Brown Construction Co.; brick.\*

Ga., Jefferson—Methodist Church erecting \$40,000 building. Address The Pastor.

La., Shreveport—St. Paul's M. E. Church let contract at \$26,360 to W. G. Butler, Inc., Mansfield Rd., for brick and concrete building; Seymour Van Os, Archt., Merchants Bldg.\*

Mo., Cape Girardeau—First Methodist Church, Rev. C. P. Throgmorton, Pastor, erect \$75,000 building after plans by Uzzell S. Branson, Blytheville, Ark.; ready for bids about May 1.\*

Mo., Springfield—Central Christian Church let contract for razing present structure and erecting \$55,000 church and Sunday school to J. A. Thompson, 851 South Broadway; concrete and brick, stone trim, 1 and 3 stories, 84x54 ft. and 75x50 ft., terrazzo, composition, hardwood and probably concrete floors; Hawkins & Abbott, Archts., McDaniel Bldg.\*

Okla., Enid—First Presbyterian Church, Rev. D. M. Diener, Pastor, let contract to Grant Buxton for basement unit of \$150,000 building; superstructure contract later; brick and stone, concrete foundation, tile roof, steam heat; R. W. Shaw, Archt.\*

Okla., Tulsa—E. E. Breno, 412 S. Guthrie St., has painting contract for \$250,000 auditorium unit of \$500,000 First Baptist Church; stone, Consolidated Cut Stone Co., 1323 E. Fifth St.; brick, Acme Brick Co., Mid-Continent Bldg.; steel, Patterson Steel Co., 801 N. Xanthus St.; Clyde H. Woodruff, Archt., Reynolds Bldg., Fort Worth, Tex.; Rucks-Brandt Construction Co., Contr., Mid-Continent Bldg., Tulsa.\*

Tenn., Pulaski—Methodist Church let contract at \$16,000 to Lindsay Callahan for addition; 3 stories, about 20 classrooms, kitchen and dining room; install \$6000 heating plant.

Tex., Dallas—Agudas Achim Congregation, J. Helman, Chmn. Bldg. Comm., 1701 Peabody St., let contract to H. P. Apple, 1713 Pacific St., for \$45,000 synagogue building, Forest Ave. and Wendelken St., South Dallas; plumbing, Martyn Bros., 2404 Swiss St.; wiring, Electric Construction Co., 1715 Live Oak St.; Biderman & Wagner, Archts., Athletic Club Bldg.\*

Tex., El Paso—B'Nai Zion Congregation, Lester Farber, Pres., Fairview Apts. let contract for \$125,000 synagogue and institute, Mesa Ave. and Cliff St., to R. E. McKee; seat 1000, gymnasium, bowling alleys, billiard rooms, library, etc.\*

Tex., Garrison—Methodist Church, Rev. S. C. Erwin, Pastor, started work on \$10,000 building.

Va., Richmond—Westhampton Baptist Church let contract on cost plus basis to J. E. Dicks, 5600 Cary Street Rd., for \$22,000 brick Sunday school addition; 3 stories, 48x52 ft., wood floors, concrete foundation, Barrett roof; W. T. Clark, Contr., 5814 York Rd.\*

W. Va., Parkersburg—St. Johns Lutheran Church let contract, at \$101,900, to Engstrom & Co., 1401 Main St., Wheeling, for building, 19th and Plum Sts.; probably let contract within few days for heating, plumbing, electric work and parsonage; community house later; O. M. Topp, Archt., Jenkins Arcade, Pittsburgh, Pa.

### City and County

Ala., Tarrant City—City, T. B. Self, Mayor, let contract at \$24,525 to C. P. Gillespie for city hall and fire station; plumbing, E. D. Young, \$1610; wiring, Bagby Elevator & Electric Co., \$842; brick, wood joists, 2 stories, 50x90 ft., concrete and wood floors, concrete foundation, 10-year built-up roof; Ben Price, Archt., Age-Herald Bldg., Birmingham.\*

Fla., Miami—Biscayne Bay Lodge No. 124, F. & A. M., P. O. Box 333, let contract to McRae Construction Co., Townley Bldg., for \$150,000 temple, Riverside; 3 stories, 50x150 ft.; stores on first floor; John H. Sculthorpe, Archt., 206 Townley Bldg.; Fredk. Noonan, Asso. Archt.\*

Fla., Wauchula—Hardee County Board of Commrs. let contract at \$132,400 to Robertson Construction Co., Bartow, for fireproof courthouse; 3 stories, 67x117 ft., composition slab floors, concrete foundation, Barrett roof; H. G. Little, Archt.; Gadsby & Towne, Asso. Archts., Bradenton.

Ga., Savannah—City Council let contract at \$53,000 to Gibson Construction Co., 205 E. Bay St., for reinforced concrete stadium, Daffin Park; wood seats, tile team and dressing rooms, clay gravel floor; Wallin & Comer, Archts., Realty Bldg.; Levi, Clarke & Bergen, Asso. Archts., Liberty Bank & Trust Bldg.\*

La., Plaquemine—Iberville Parish Police Jury Jail Comm. let contract at \$26,387 to Haase & Barbay, Baton Rouge, for jail; steel equipment, Pauly Jail Building Co., St. Louis, Mo., \$18,490; courthouse heating to W. J. Houlihan, 7731 Panoia St., New Orleans, La., \$6423; 2 stories, pressed brick, composition roof, concrete floors; Wm. R. Burk, Archt., Balter Bldg.\*

Miss., Natchez—Adams County Board of Supervisors let contract at \$51,762 to F. A. Kettingham for remodeling courthouse; plumbing and heating, C. S. Serio, \$3899; wiring, Frank J. Perrault, \$1440; Wm. Stienroth, Archt.\*

Okla., Tulsa—Tulsa County Board of Commrs. let contract to Acme Construction Co. for market, Boulder and Archer Sts.; 40x140 ft.

### Dwellings

Ark., Conway—Melton Carter erecting 1-story frame residence, Cleveland Ave.; Wm. Fulmer, Contr.

Ark., Prairie Grove—Nathan Brooks erecting frame and stucco residence; 1 story, 5 rooms, oak floors, composition roof; day labor.

Ark., Conway—Arvor Ledbetter erect residence by day labor; 1 story, 5 rooms, frame.

Fla., Coral Gables, Miami—Frank E. Bryant erect \$20,000 residence, 816 Avenue Castle; 2 stories, 16x29 ft., quarry tile porch; servants' quarters and garage; Kramer & Patterson Co., Archt.-Constr. Supervisors.

Fla., Coral Gables, Miami—W. E. Sapp erect \$15,000 residence and garage, 908 Ave-

nue Tondella; F. A. Fisher, Contr., 2291 Glen Royal Pkwy.

Fla., Coral Gables—Vincent D. Wyman, 1239 S. Bayshore Drive, erect \$17,000 residence, 1317 Avenue Astrula; Earl C. Case, Contr.

Fla., Coral Gables, Miami—C. W. DeLong, Gen. Sales Mgr., Coral Gables, Inc., erect wall around residence, San Domingo Plaza; cost about \$10,000; Coral Gables Construction Co., Contr.

Fla., Daytona Beach—Daytona Shores, Inc., C. Louis Allen, Mgr., started work on first of number dwellings.

Fla., Flagler Beach—Geo. P. Mason, Central Ave., erecting dwelling, Daytona Ave.

Fla., Jacksonville—H. E. Stewart, 22 Osceola Ave., erect \$12,000 brick residence; Park St. near Post St.; 1 story; W. T. Hadlow, Contr., Baldwin Bldg.

Fla., Jacksonville—D. Mehlman, 1121 Oak St., erect \$20,000 residence, Edgewood St., near 15th; brick, tile and stucco, 2 stories; C. F. Senyard, Contr., 1915 Boulevard.

Fla., Jacksonville—Julius Koch, Newark, N. J., erect 40 dwellings, Gray Gables, Dixie Handsman present address care owner, later College St., Jacksonville.

Fla., Orlando—O. Donald Holland erecting 3 dwellings, Harrison St.; cost \$3500 each, stucco and frame.

Fla., Orlando—C. A. Roberts Co., 62 N. Orange Ave., erecting 2 dwellings, Lorna Duane Park, in addition to 1 lately noted.

Fla., Sarasota—Sarasota Homes, Inc., Box 1625, started work on 5 of 12 dwellings, Whitfield Estates; frame stuccoed, 2 and 1 story, 7 and 8 rooms and garage, oak floors, concrete foundations, clay tile roofs; total cost \$160,000; Dwight James Baum Archt., Riverdale-on-Hudson, and Sarasota; owner builds. See Machinery Wanted.\*

Fla., Wildwood—Meadowlawn Development Co., Dr. F. H. Clark, member, erect 100 dwellings during next 10 months; cost not less than \$4000 each; work start at once on first unit of 10; C. A. Hull, Contr., Clearwater.

Ga., Macon—J. W. Daniel, 492 Hillyer Ave., erecting \$10,000 residence, Forsyth road; W. J. Hamlin, Contr., 504 Mulberry St.

Ga., Macon—Marshall J. Ellis, care Murphey, Taylor & Ellis, 470 Cherry St., erect residence, Stanislaus sub-division.

Ga., Macon—Murphey, Taylor & Ellis, 470 Cherry St., let contract to G. C. Amerson, 561 Mulberry St., for 6-room brick veneer dwelling, Winton Ave., N. H.; also erecting brick dwelling, Buford Place.

Ga., Macon—J. A. Schmidt let contract for \$10,000 residence, Forsyth Circle, to W. J. Hamlin, 504 Mulberry St.

Ga., Macon—Eden Taylor, Jr., care Murphey, Taylor & Ellis, 470 Cherry St., erect residence, Stanislaus sub-division.

Ky., Murray—Prof. Carlisle Cutchin let contract for residence near Norman school.

La., New Orleans—Geo. W. Lawes erect \$12,500 bungalow, Broadway and Burthe St.; Edwin L. Markel, Contr., 3338 Louisiana Avenue Pkwy.

La., New Orleans—Geo. A. Durand, 1922 Melpomene St., starts work May 3 on \$12,000 residence, Palmyra St., near Gayoso St.; frame, stucco and weather boarding, 2 stories, 25x60 ft., quarter sawed oak and edge grain pine floors, concrete footings, brick piers and chain walls, Banger slate roof; plans and constr. by owner; contracts let for some material. See Machinery Wanted.\*

La., New Orleans—Leon E. Martiny, 5659 Rosemary St., erect \$10,000 raised bungalow, Rosemary Place and Woodlawn St.; Chas. W. Mabry, Contr., 2822 Milan St.

La., New Orleans—F. Ramos, 212 S. Alexander St., erect raised bungalow, Galvez St. near Jena St.; tile roof, cost about \$10,000; E. L. Markel, Contr., 3338 Louisiana Ave. Pkwy.

Md., Baltimore—C. E. Litzinger, 3678 Falls Rd., erect 15 brick dwellings, 901-29 W. 33rd St.; 2 stories, 25x46 ft., slag roofs, furnace heat; total cost \$37,000; Fredk. E. Beall, Archt., 306 St. Paul St.; day labor.\*

Md., Baltimore—S. R. Gehlert, 3613 Morley Ave., erect 4 brick dwellings, 3629-35 Morley St.; 2 stories, 14x46 ft., steam heat; total cost \$15,000; I. B. Spittel, Archt., 1297 Munsey Bldg.; R. L. Rumpf, Halethorpe, Contr.

Md., Baltimore—Louis Farber, 2827 Hillsdale Ave., erect 6 brick dwellings, S. E. cor. Park Heights Ave. and Rosedale St.; 2 stories, 13x42 ft., slag roofs, steam heat; total cost \$12,000; Stanislaus Russell, Archt., 11 E. Lexington St.; owner builds.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.



Md., Baltimore—M. A. Omit, 2215 Eutaw Place, erect 2 brick dwellings, Powhatan Ave. near Tilton St.; 2½ stories, 30x48 ft., slate roof, hot water heat; total cost \$12,000; D. S. Sackerman, Archt.-Contr., 125 E. Baltimore St.

Md., Baltimore—Irvin B. Spittel, 1297 Munsey Bldg., erect 3 brick dwellings, 4103-07 Old Frederick Rd.; 2 stories, 27x60 ft., steam heat; total cost about \$10,000; plans by owner; R. L. Rumpf, Contr.

Md., Baltimore—T. Casper Gilchrist, Professional Bldg., erect \$10,000 residence, Beechdale Rd. and Hill Top Path; 2½ stories, 61x17 ft.; slate roof; H. P. Hopkins, Archt., 347 N. Charles St.; Bell Concrete Construction Co., Inc., 802 E. Eager St.

Md., Baltimore—Lohmuller Building Co., erect 300 dwellings in groups of 50, Hilton St. and Hoffman Lane; cost \$3000 each; brick, 2 stories, brick foundations, built-up roofs; excavating for first unit; G. F. Maynard, Archt., both 3001 Greenmount Ave.

Md., Baltimore—Thos. Mullan, Reisters-town Rl., erect 7 frame dwellings, Simmond Ave. S. of Midwood Ave.; 1½ stories, 26x30 ft., shingle roof, steam heat; total cost \$15,000; A. L. Blatchley, Archt.; owner builds.

Md., Baltimore—J. H. C. Sauer, Howard and Lexington Sts., erect \$10,000 brick residence, Suffolk Ave. near Southway; 3 stories, 38x33 ft., slate roof, hot water heat; J. K. Cross, Archt., 713 Homestead St.; Wm. H. Sands, Contr., Pennsylvania Ave.

Miss., Biloxi—Meyer Eisenman, Union Indemnity Bldg., New Orleans, La., erect 2 Spanish type dwellings, Bay Terrace; \$8500 each, Florida type; Collins Bros., Contrs.

Miss., Pass Christian—Aline Realty Co., Inc., 5422 Willow St., New Orleans, La., Alex. Lichtentag, Pres., erect 150 Spanish type bungalows, connection with development; stucco, concrete foundations, Spanish tile roofs; cost \$8000 to \$10,000 each; owners build. See Machinery Wanted.

Mo., Clayton, St. Louis—C. J. Gerling, 1508 Keinlen St., erect 7 brick dwellings, McKinley School addition; 24x32 ft.; total cost \$16,800; Wm. Reese, Archt., Granite City; E. Anishanslin, Contr., 3921 N. Euclid St., St. Louis.

Mo., Kansas City—Dr. Harry Calvin Berger, 1811 Federal Reserve Bank Bldg., erecting English type residence, Oak St.; brick, half-timber and stucco, shingle roof, stone terrace; Miss A. Elizabeth Evans and R. L. Falkenberg & Co., Archts., 63rd & Brookside Blvd.

Mo., St. Louis—Boehmer Real Estate Co., 121 N. Eighth St., erect 4 brick dwellings, 5729-35-41-51 St. Louis St.; 2 stories, 24x30 ft., composition shingle roofs, hot-air heat; total cost \$15,200; T. W. Lehman, Archt., 527 Chemical Bldg.; owner building.

Mo., St. Louis—J. Chas. Mueller & Son, 3528 Herbert St., erect 4 brick dwellings, 5004-08-12-18 Aubert St.; 2 stories, 25x42 ft., slate roof or shingle roofs, hot-air heat; total cost \$15,800; Nolte & Nauman, Archts., 615 Fullerton Bldg.; owner builds.

Mo., St. Louis—J. Neu, Jr., 5065-A Alaska St., erect 3 brick dwellings, 4824-28-30 Bessie St.; 1 story, 26x38 ft., composition roofs, hot-air heat; P. Kerzell, Archt.; Herman & Bosler, Contrs., 4944 Finkman St.

N. C., Durham—Alvin H. Fillers, P. O. Box 272, let contract at \$9265 to O. F. Wilkerson Construction Co., Geer Bldg., for brick veneer Colonial residence, Monmouth Ave.; 2 stories and basement, 34x58.10 ft., No. 1 white oak floors, brick and hollow tile foundation, composition roof; furnishings, equipment, etc., \$3500; H. R. Weeks, Archt., 1005 Monmouth Ave.; foundation in. See Machinery Wanted.

N. C., Greensboro—Alan T. Bowler, 508 W. Market St., let contract at \$11,819, including heating and plumbing, to Lee A. Jackson, Jefferson Bldg., for English-type residence, Woodland Drive, Irving Park; stucco, 2 stories, 53x24 ft., hardwood floors, brick and cement foundation, slate roof; Harry W. Simmonds, Archt.

N. C., Morehead City—City, Luther Hamilton, Mayor, let contract for cell work city jail to Manly Jail Works, Dalton, Ga.

S. C., Anderson—Appleton Manufacturing Co., Hugh F. Little, Gen. Mgr., let contract for 50 cottages to Harper Lumber Co., Honea Path; total cost about \$50,000; electric work and fixtures, Webb Electric Co.

S. C., Belton—E. H. Drake erect \$10,000 residence, River St.; brick veneer, 1 story, 60x50 ft.; hardwood floors, brick foundation, asphalt shingle roof; Jas. J. Baldwin, Archt.; Anderson & Gaffney; Mitchell-Cox Lumber Co., Contr., Holmes St.; electric

work, Belton Light & Power Co.; plumbing, H. S. Harkey.\*

Tenn., Johnson City—W. G. Smith let contract for \$25,000 residence, 210 E. Watauga St., to Geo. W. Smith; English type, brick, 2 stories, hardwood floors, concrete foundation, slate roof; D. R. Beeson, Archt.; excavation completed. See Machinery Wanted.\*

Tenn., Knoxville—J. D. Flourney, 924 E. Hill Ave., remodel residence; cost \$10,000; C. A. Tarwater, Archt., Scruggs Bldg.; W. A. & J. E. Gervin, Contrs., 220 W. Clinch Ave.; hot air heating and sheet metal, John Cruze, Walnut Ave.; electric work, W. B. Henderson Electric Co., W. Clinch Ave.; plumbing, White Plumbing Co., Union Ave.; painting and decorating, R. S. Freer & Son, Central Ave.\*

Tenn., Knoxville—Dr. M. C. Wright let contract at \$23,000 to Weaver & McGill, Sansom Bldg., for English-type stone residence; 2 stories and basement, tile and hardwood floors; R. F. Graf & Sons, Archts. (lately incorrectly noted Contrs.), 219 Journal Bldg.; heating and plumbing, McGinn & Reiche, 411 W. Park Ave.; electric work, Knoxville Electric Co., 622 S. Gay St.; excavation finished.\*

Tenn., Knoxville—Mrs. J. C. Babcock erect residence, Woodville; Logan Real Estate Co., Contr., 701 S. Gay St.

Tenn., Knoxville—Fielden Realty Co., 605 Market St., started work on Colonial dwelling, W. Moreland Ave.; 2 stories, sand faced brick veneer, baths in brown and white tile; 2-car garage in basement.

Tenn., Knoxville—Miss W. E. McClamrock, 130 Kenyon Ave., erecting brick veneer residence, Woodville; Logan Real Estate Co., Contr., 701 S. Gay St.

Tenn., Knoxville—Dr. R. H. Newman, Young Bldg., erect stucco residence, Hillvale; Logan Real Estate Co., Contr.

Tenn., Memphis—Mrs. May Laurenzi, 752 Washington Ave., erect brick veneer residence, 309 N. McLean Co.; 2 stories and basement, 55x44 ft., asphalt shingle roof, oak floors, 2 tile baths, natural stone trim, laundry equipment, steel basement sash, garage and servants' house; Regan & Weller, Archts., 834 Bank of Commerce Bldg.; J. F. Schingle, 2008 McLemore Ave., gen contract at \$16,681.\*

Tenn., Memphis—J. H. Herring, care Kelsey Wheel Co., N. Second St., let contract to L. L. Diehl, 1633 Forrest Ave., for \$10,000 brick, stone and stucco residence, Jackson Blvd.; 1 story and basement, 45x60 ft., tile and hardwood floors, concrete foundation, composition shingle roof; Estes W. Mann, Archt., Cotton Exchange Bldg.; foundation in.\*

Tenn., Memphis—Leslie Carloss, 1397 Tutwiler St., erecting \$20,000 residence, Cadraza Woods, Summer Ave.; Geo. Mahan, Jr., Archt., American Bank Bldg.; Everett Woods, Asso. Archt.

Tenn., Memphis—Dabney Crump erecting Colonial residence, Poplar Pike near Red Avres.; clapboard, green shingle roof, 2 baths; Geo. Mahan, Archt., American Bank Bldg.; Everett Woods, Asso. Archt.

Tenn., Memphis—R. G. Draper, Exchange Bldg., erecting \$15,000 residence, Cadraza Woods, Summer Ave.

Tex., Amarillo—Wm. Frost let contract for \$15,000 residence to M. C. Hancock, 1300 W. Eighth St.; Mission type, brick, tile, 1 story; Wm. C. Townes, Archt., Old Post Office Bldg.\*

Tex., Brownsville—Jose Angel Cisneros started work on \$15,000 residence.

Tex., Corpus Christi—Del Mar Co., Inc., Frost W. Carvel, Sec., 336 Hollywood St., San Antonio, erect 105 dwellings, Del Mar addition; cost \$6500 to \$25,000; Spanish, Moorish, English, Colonial, etc., types; work started on first 12; work under supervision of Mr. Carvel.

Tex., Corpus Christi—Jackson & Rosecoe started work on 2 dwellings, Del Mar; erect 20 additional dwellings; 5, 6 and 7 rooms, brick.

Tex., Houston—Mrs. Minnie Gerlach erecting English type brick veneer residence, Oakdale St., Riverside Terrace; R. N. Hancock, Contr., 705 Algrege St.

Tex., Houston—B. W. Holtz, Sul Ross and Roseland Sts., erecting Spanish type stucco residence, Calumet Drive, Riverside Terrace.

Tex., Houston—L. Q. Cato, 1909 Taum Ave., let contract to Bilt-Well Co., 302 Electric Bldg., for \$13,000 brick veneer residence and garage; 2 stories; Endress & Cato, Archts., Bankers Mortgage Bldg.\*

Tex., Houston—J. A. Tennant, 308 Avondale St.; erect \$50,000 residence, 1505 North Boulevard; erect veneer, 2 stories, 10 rooms; Thos. M. Murray, Contr. Second Natl. Bank Bldg.

Tex., San Antonio—C. H. Zirkel, 702 Wyoming St., erect \$10,000 residence, W. Mistletoe Ave. near Calaveras St.; 1 story, 7 rooms, brick veneer; Chas. H. Brient, Contr., Builders Exchange Bldg.

Tex., San Antonio—A. F. Gilliam, care Adams & Adams, Archts., 701 Builders Exchange Bldg., let contract for English type residence, 151 Dakmont Place, to W. C. Thrallkill, Builders Exchange Bldg., ta \$33,740; plumbing, Jud & Ormand, 703 N. Flores St., \$2990; heating, R. W. Barnes, S. Medina and San Fernando Sts., \$970; electric work, Martin Wright, E. Houston St., \$1673.\*

Tex., San Antonio—C. H. Zirkel, 1527 W. Mistletoe St., erecting \$11,000 brick veneer residence; 1 story, 44x54x12 ft., clear white oak floors, shingle roof; plans by Mr. Paine of Petrich-Saur Lumber Co., Lamar St.; Mr. Paine, Engr.; Chas. H. Brient, Contr., 312 Builders Exchange Bldg.; electric work, Wright Bros., 312 Main Ave.; plumbing, Basenberg & Vick, 902 McCollough St.; painting, Doyle Decorating Co., Main Ave.; sheet metal, Alamo Sheet Metal Works, Jones Ave.; reinforcing steel and misc. iron, Brandt Iron Works, Dawson St.\*

Tex., Tyler—R. W. Fair erect brick veneer residence; 2 stories and part basement, 42x54 ft., Edwards Spanish metal tile roof; Ray & Kennedy, Archts., Swann Bldg.; C. Shanks, contract at \$12,900.

Tex., Waco—Waco Real Estate Board let contract to G. C. Goodgoin, 1124 N. 13th St., for model dwelling, 1809 Colcord Ave.; brick veneer, 6 rooms; cost about \$10,000.

Va., Richmond—Chas. H. Phillips, 207 State Planters Bank Bldg., erect \$10,000 brick dwelling, 700 N. Belmont Ave.

Va., Richmond—J. Lee Davis, Willowbrook St., erecting 2 brick and 1 frame dwelling, Seminary Place, North Ginter Park.

Va., Richmond—Gregory & Graham, 408 E. Main St., erecting 3 dwellings, Seminary Ave., North Ginter Park.

Va., Richmond—Fleming B. Harper erecting residence, Brook Rd., North Ginter Park.

Va., Richmond—R. H. Lee erecting residence, W. Seminary Ave., North Ginter Park.

Va., Richmond—C. C. Matthews, 4216 Seminary Ave., erecting residence, W. Seminary Ave., North Ginter Park.

### Hospitals, Sanitariums, Etc.

Md., Cambridge—State Board of Public Works let contract to Chas. E. Brohawn, Salisbury, for \$105,000 bldg. at Eastern Shore State Hospital; 104x39 ft., exclusive of porches, 3 stories and basement, slate roof, wood floors; plumbing, Harry L. Black & Son, Baltimore; heating, Pritchett & Robbins, Cambridge; Henry P. Hopkins and Allan Burton, Archts., 347 N. Charles St., Baltimore.\*

Miss., Greenville—Cheers Floor & Screen Co., 884 Adams Ave., Memphis, Tenn., has contract for screening in \$210,000 King's Daughters' Hospital; sterilizers, Scanlon Morris Co., Madison, Wis.; kitchen equipment, Albert Pick & Co., 212 W. Randolph St., Chicago, Ill.; Walter F. Schulz, Archt.; Kaucher-Hodges & Co., Contrs., both Shrine Bldg., Memphis.\*

### Hotels and Apartments

Ark., Hot Springs—Harry A. Jones, owner of Majestic Hotel, let contract to Herman & McCain, Reigler Bldg., Little Rock, at \$435,000, for concrete and steel, 8-story, 250-room annex; Sanders & Gnocchio, Archts., Hall Bldg., Little Rock.\*

Fla., Fort Lauderdale—Rhodes, Carpenter & Mathews started work on \$250,000 2-story, 32-room, stucco finish family hotel on Euclid Ave.

Fla., Lakeland—McKay Furniture Co., Kirk McKay, Mgr., has contract for furniture, draperies, floor covering, etc., for Florida hotel, under construction by Ridge Holding Co.; also has contract for furnishing Lake Stearns Hotel.

Fla., Sanford—H. L. Schwalbe started work on \$40,000 apartment building at Park and Central Aves.

Fla., Sarasota—Sarasota Ritz-Carlton Hotel Co. recently let contract to Hegeman Harris Co., 360 Madison Ave., New York, for \$2,000,000, 3-story, 200x500 ft., bearing wall and steel Ritz-Carlton Hotel on Longboat Key; reinforced concrete foundation, tin pan flooring of tile, concrete and hardwood, Spanish tile roof, hollow and interior tile, metal doors, steel sash and trim, electric refrigerators, cast stone; Warren & Wetmore, Archts., 16 E. 47th St.; Arthur L. Bobbs, Engr., Grand Central Terminal Bldg., both New York.\*

Fla., Tampa—White House Co., G. E. Mabry, Sec., 207 Cady St., erecting \$125,000,

hollow tile, 24-unit apartment house, to be completed May 1st; tile and oak floors, composition roof; Stratton Hard & Co., Contra.

Mo., Hollister—W. W. Johnson, Phelps Grove Driver, erect 3-story, stone and brick, 50x36 ft. hotel; asbestos roof; equipment and furnishings cost \$3000; address equipment proposals to H. C. Hoffmeister; plans and construction by owner.\*

Mo., St. Louis—R. C. Wheat, 2903 Marcus St., erect two 2-story, 33x51 ft. tenements, 3715-19 Fair St.; \$16,000; composition roofs, furnace heat; C. H. Whinnery, Archt.-Builder, 2903 Marcus St.

Mo., St. Louis—Ada Building & Investment Co., 808 Chestnut St., erect four 2-story, 34x42-ft., brick tenements, 2144-58 Geyer St.; composition tile roofs, hot air heat, \$32,000; J. Rubin, builder, 808 Chestnut St.; O. J. Popp, Archt., Arcade Bldg.

Mo., St. Louis—H. Keane let contract to J. D. Rouse, 2215 Richert St., for three 2-story, brick, 23x43 ft. tenements, 2141-7 Maury St.; \$15,000, composition roofs, hot-air heat.

Mo., St. Louis—Richardson Building Co. erect \$10,000, 2-story, 40x52 ft., brick tenement, 5220 Lansdowne St.; tar and gravel roof, furnace heat; owner is Archt.-Builder.

Mo., St. Louis—William H. Smith-Nelson Cunliff Co., 410 N. Euclid St., started work on 10-story Adlon Apartment building, 3438 Russell Blvd., to contain 36 apartments, for Nelson Cunliff, 5819 Cates Ave.; W. H. Mills, Archt., 1921 Bond St.

Mo., St. Louis—J. L. Wyland, 1018 Pierce Bldg., erect \$25,000, 2-story, brick tenement, 3549-70 Tennessee and 3435 Miami Sts.; gravel roof, hot-air heat; E. Lantz, Archt., Wainwright Bldg.; owner builds.

Tex., Mission—A. L. Douglas, owner and proprietor of Mission Hotel, erecting annex and plans other improvements in near future.

Tex., San Angelo—Frank Roberts let contract to San Antonio Construction Co., Builders Exchange Bldg., San Antonio, at \$84,975, for 4-story hotel building; Pettey Plumbing & Heating Co., heating and plumbing, \$18,300; United Electric Co., wiring, \$3789; Otis Elevator Co., 1820 Young St., Dallas, elevator, \$2965; Ray Lane, Archt., Chamber of Commerce Bldg., Waco.\*

Tex., San Antonio—C. H. Edwards, 1102 N. Flores St., let contract to LeRoy Armstrong, 1420 N. Navidad St., for \$15,000, 2-story, hollow tile, plaster and stucco, 37x39.6 ft. apartment house, 437 W. Summitt Ave.; oak floors, concrete foundation, tar and gravel roof; plans by Contr.; Braden & Hudson Wangler Co., 305 E. Commerce St., heating, plumbing and electric work.

Tex., Tyler—A. Golenternek, 117 S. College Ave., let contract to Sam Long, for \$10,000, 2-story, brick veneer apartment building; J. J. Wagner, Archt., Goldstein-Brown Bldg.

Tex., White Deer—A. W. Butler let contract to I. T. Todd for 25x100 ft., 2-story, brick and tile hotel and business building; William C. Townes, Archt., Old Post Office Bldg., Amarillo.

W. Va., Huntington—A. S. J. Southworth, 928 Ninth Ave., erect \$18,000, 3-story, brick and tile, 36x54 ft. apartment building, 928 Ninth Ave.; hardwood and concrete floors, concrete foundation, slate roof, hollow and interior tile, incinerators electric refrigerators; J. C. Roberts, Archt., Sixth Ave. and 16th St.; owner purchasing materials, work by day labor.\*

### Miscellaneous

Fla., Lakeland—J. E. Miller erecting \$35,000, 1-story, 252x60-ft. brick market house, between Kentucky and Massachusetts Aves.; equipment and furnishings cost \$35,000.

Fla., Silver Springs—Silver Springs Corp. erecting \$15,000 Spanish type restaurant.

Ky., Versailles—Cleveland Orphan Institution let contract to W. P. Tillett for erection of building.

La., New Orleans—Eureka Homestead Association let contract to New Orleans Construction Co., Maison Blanche Bldg., for \$10,000 brick market building, Oak, between Carrollton Ave. and Dublin St.

La., New Orleans—Kogos Bros., 100 Camp St., started work on \$20,000, 1-story, 60x90-ft. brick and frame market building; tile, concrete and composition floors, electric refrigerators, composition roof; Jones, Roessle & Olschner, Archts., Maison Blanche Bldg.; electric wiring, C. Von Salzen, 4028 Daneel St.; glazing, Joseph R. Crasto, 7709 Spruce St.; plumbing, Grimaldi Plumbing Co., 627 Royal St.; painting, Gus Peterson, 730 Galence St.; reinforcing and structural steel, Ole K. Olsen, 822 Perdido St.; roofing, Ed-

ward Chassaniol, 633 Baronne St.; sheet-metal work, Craig Sheet Metal Works, 2646 Wisteria St.

Miss., Vicksburg—Board of Governors Vicksburg Country Club let contract to R. W. Boulit, for \$20,000 clubhouse; W. A. Stanton, Archt., First Natl. Bank Bldg.\*

S. C., Charleston—Socrates T. Schiadaressi, 42 Savage St., erecting 500 new bath houses at Folly Beach.

Tex., Galveston—Sam Marceo, 2019 23d St., let contract to Johnson Brothers, 1302 J St., at \$27,127, for construction of Spanish type dance and dinner club, N. W. corner 61st and Avenue S.; cost \$50,000 complete; R. R. Rapp, Archt., Guaranty Bldg.\*

W. Va., Clarksburg—Otis Elevator Co. has contract for rebuilding power plant for elevator, on roof of 7-story Prunty Bldg., recently burned; Booth Real Estate Co., Prunty Bldg., owners.\*

### Railway Stations, Sheds, Etc.

Fla., Lemon City—Florida East Coast Rwy. Co., H. N. Rodenbaugh, Ch. Engr., St. Augustine, let contract to W. P. Thurston Co., Malaga St., St. Augustine, at \$20,000, for 1-story, hollow tile and stucco, 29x100 ft. passenger station; concrete floors and foundation, Johns-Manville roof, equipment and furnishings; cost \$2000; C. G. Henninger, Archt., care owners.\*

S. C., Walterboro—Atlantic Coast Line R. R. Co., J. E. Willoughby, Ch. Engr., Wilmington, N. C., erecting passenger and freight station to replace burned building; Hinton & Little, Contrs., Jacksonville, Fla.\*

### Schools

Ala., Tuscaloosa—University of Alabama, George H. Denny, Pres., let contract to Skinner Maxwell Building Co., Inc., at \$123,000, for 3-story, brick and reinforced concrete, 50x165 ft. Chemical Laboratory; concrete and hardwood floors, concrete-spread footings near Hilton St.; 2½ stories, 30x48 ft., slate doors, steel sash, wire glass, cast stone, limestone; Warren, Knight & Davis, Archts., 1603 Empire Bldg., Birmingham.\*

Fla., Clearwater—Pinellas County Board of Public Instruction, R. S. Blanton, Supt., let contract to Marshall Jackson for \$61,000, steel frame and brick addition to North Ward school building.\*

Fla., Jacksonville—Duval County Board of Public Instruction, G. Elmer Wilbur, Supt. and Sec., let contract to D. D. Thomas & Son, Box 744, Memphis, Tenn., at \$216,000, for erection of 2 auxiliary Junior High School Buildings, one on Myra St. between Stockton and Barrs Sts., other on 11th St. between Main and Hubbard Sts., in Special Tax School District No. 1; 3 stories, brick walls, wood joists, concrete stairs, brick and concrete foundation, wood and rubber tile floors, built-up asphalt and slag roof; Hooker & Lightbody, 755 Odessa St., heating and plumbing at \$24,718; Mellen C. Greeley, Archt., 111 W. Adams St.\*

Fla., Lakeland—Southern College, Ludd M. Spivey, Pres., let contract to Marshall & Jackson, for first boys' dormitory on campus; plans to complete 3 others by beginning of fall term.

Fla., Melbourne—Brevard County Board of Public Instruction, Titusville, let contract to W. T. Hadlow, Baldwin Bldg., Jacksonville, for \$45,000 unit to High School building.

Fla., Orlando—C. E. Howard, Chmn. Board of School Trustees, let contract to Dougherty-Young Co. at \$87,853 for 20-room addition to Jones negro high school, N. Parramore St.; Howard M. Reynolds, Archt., Orlando Bank & Trust Bldg.\*

Fla., Sanford—Seminole County Board of Public Instruction recently let contract to Frank Lassing for \$200,000, 2-story, 222x130-ft. brick and tile school building; masonry walls, maple floors, concrete foundation, Barrett roof, Lee Bros., plumbing; Peninsular Electric Co., electric work; E. J. Moughton, Archt., First Natl. Bank. (See Machinery Wanted—Tile: Metal Doors, Sash and Trim; Rolling Partitions; Cast Stone; Hardwood Flooring.)\*

Ga., White Oak—White Oak Consolidated School Trustees, C. L. McCarthy, Chmn., let contract to C. O. Smith & Co., Hazlehurst, at \$15,750, exclusive of electric work, plumbing and furnishings, for 1-story, brick veneer school building; pine floors, brick and concrete foundation; W. W. Simmons, Archt., Lamar Bldg., Augusta.\*

La., Church Point—Acadia Parish School Board, Crowley, let contract to Knapp & East, Lake Charles, at \$70,608, for 2-story, brick school building; Herman J. Duncan, Archt., Alexandria.\*

La., Lafayette—F. F. Hansell & Bros., 404 Carondelet St., New Orleans, La., have contract at \$3.95 each for 2000 opera chairs in auditorium of Lafayette High, Carenero High and Northside High School buildings.\*

Miss., Clara—Board of Trustees of Clara Agricultural High School let contract to Ray Norsworthy, Waynesboro, at \$10,700, for 2-story, frame boys' dormitory.

Miss., Vicksburg—All Saints College, Dr. E. F. Howard, Chmn. of Committee, let contract to R. W. Boulit, Adams St., for \$50,000, 2-story and basement, hollow tile and brick veneer dormitory building.\*

N. C., Asheville—Buncombe County Board of Education, W. C. Murphy, Supt., let contract to Palmer-Spivey Construction Co., 404 South Tryon Street, Charlotte, at \$68,430, for erection of school in Flat Creek consolidated school district; Raleigh Iron Works, 124 South West Street, Raleigh, heating at \$5904; Union Plumbing Co., 23 Broadway, plumbing, \$2719; brick, 12 class and assembly rooms; William H. Lord, Archt., 17½ Church St.\*

N. C., Charlotte—Board of School Commissioners let contract to Southeastern Construction Co., 210 W. Second St., at \$45,000, for 2-story, 54x80 ft., fireproof school building; maple and terrazzo floors, concrete foundation, composition roof; Louis H. Asbury, 1514 E. Fourth St.\*

N. C., Greensboro—Agricultural & Technical College, Dr. F. D. Bluford, Pres., let contract to J. R. Owen, 2207 Lake St., at \$18,552, for dairy barn, creamery building and other dairy building; P. M. Pettit, 227 E. Sycamore St., has plumbing contract at \$14,000; recently let to W. J. Grantham, but was rejected.\*

N. C., Shelby—Board of Education let contract to Lutz & Webb for \$35,000 school building near Eastside Mill; Ideal Plumbing Co., heating and plumbing.\*

S. C., Charleston—Trustees Cooper River District No. 4, Charleston County, let contract to T. W. Worthy, North Commercial Wharf, at \$35,482, for 2-story, 60x100 ft., brick school building at Rosemont; concrete and wood floors, concrete footings foundation, tin roof; J. D. Newcomer, Archt., 32 Broad St.\*

Tenn., Memphis—J. W. Hull Plumbing & Heating Co. has contract for heating and plumbing in Carnes negro school, at \$6130.

Tex., Amarillo—Board of Education, G. M. Wadill, Sec., let contract to Fred Bone Construction Co., 709 Amarillo Bldg., at \$114,910, for 190x103 ft., 2 story South Ward School building; H. W. Underhill Construction Co., 207 Amarillo Bldg., has contract for San Jacinto and North Ward School additions; 2 stories and part basement, brick, stone and reinforced concrete; W. H. Hayman Plumbing & Heating Co., 308 Fillmore St., heating and plumbing additions at \$18,770.\*

Tex., Conroe—Conroe Independent School District Board of Trustees let contract to C. J. Frankel, Houston, at \$54,645, for erection of High School; Endress & Cato, Archts., Bankers Mortgage Bldg., Houston.\*

Tex., Dallas—Highland Park School Board, J. S. Bradfield, Pres., let contract to Rogers & O'Rourke, Kirby Bldg., at \$77,498, for first unit of J. S. Bradfield Elementary School; Ro-Nile Electric Co., electrical work at \$2819; include 10 classrooms, lunchroom, music room, playroom and office; Lang & Witchell, Archts., American Exchange Bank Bldg.\*

Tex., Dallas—Southern Methodist University, Dr. C. C. Sealeman, Pres., let contract to The Watson Co., 1927 S. Akard St., for construction of \$125,000, brick and reinforced concrete, west side of stadium; DeWitt & Lemmon, Archts., 507 S. W. Life Bldg.; Osborne Engineering Co., Engrs., 7016 Euclid Ave., Cleveland, Ohio.\*

Tex., Floydada—School Board, R. E. Fry, Sec., let contract to Shell Construction Co., Lubbock, at \$59,000 for ward school building; Samson & Post, plumbing; W. W. Electric Co., Lubbock, electric work.

Tex., Fort Worth—Board of Education let contract to Harry B. Friedman, First National Bank Bldg., at \$456,900, for construction of addition to Central High School building; W. G. Clarkson & Co., Archt., 610 First Natl. Bank Bldg.

Tex., Trinidad—Board of Education, Jack Matthews, Chmn., let contract to Smith & Jones, 4510 Cole Ave., Dallas, at \$18,658, for 1-story, 100x150 ft., brick, stone and reinforced concrete school building; Kinnison Bros., 311 N. Austin St., low on heating at \$3688; Sanguinet & Payne, 2102 Live Oak St., plumbing at \$2874; Bertram C. Hill, Archt., 1111 Republic Bank Bldg.; all Dallas.\*



Tex., Waco—Baylor University, George Belew, Bus. Mgr., let contract to G. L. Olson, at about \$15,000, for new athletic building to replace burned structure.\*

Va., Danville—School Board let contract to H. A. Osborne & Son, Main St., at \$65,000, for 3-story, 62x97-ft., brick, 12-room Westmoreland School; concrete floors, concrete and brick foundation, built-up composition roof; W. R. Edmunds & Co., plumbing; Charles M. Robinson, Times-Dispatch Bldg., Richmond; Heard & Chesterman, Danville, Asso. Archts. (See Machinery Wanted—Blackboards.)\*

Va., Portsmouth—Smith-Gaskins & Co. have permit for 94.5x59 ft., \$25,000, 6-classroom addition to Craddock School building.

W. Va., Institute—James J. Weiler & Sons, 202 Elm St., Huntington, have contract for furnishing structural steel work for Boys' Dormitory at West Virginia Collegiate Institute, for which J. L. Crouse, American Bank Bldg., Greensboro, N. C., has general contract at \$117,508.\*

W. Va., Weston—Board of Education let contract to L. A. and Leonard Riley, Shinnston, at \$61,375, for first unit of new school building; E. J. Wood & Sons, Archts., Clarksburg.

### Stores

Ala., Birmingham—M. C. Banks, 2501 First Ave. N., has contract for brick, 1 and 2-story building, S. W. cor. Seventh Ave. and 29th St., for Parker's Flower Shop.

Ala., Birmingham—George Gordon Crawford, Pres. of Tennessee Coal, Iron & Railroad Co., let contract to Day & Sachs, 2400 Ave. E., for \$60,000, 50x100-ft., 2-story building, N. E. cor. Seventh Ave. and 24th St., to be occupied by Colby Decorating Co., Lyric Bldg.

Ala., Birmingham—J. L. Carrigan, Contr., 1216 Ave. H, started work on \$30,000, 2-story, brick, 6-store room and 45-room hotel, Fourth Ave., North, and 15th St., for J. G. Whitfield, care McConnell-White-Terry Realty & Insurance Co., 2026 Third Ave. N.

Ark., Gurdon—B. Rogerson erect new business building; R. T. Rice, Contr.

Fla., DeLand—H. M. Given, 7135 Champlain St., Chicago, Ill., let contract to Andres Bradshaw for \$17,000, 1-story, brick building, N. Woodland Blvd.; 45x80 ft., contain 2 stories.

Fla., Jacksonville—H. E. Stewart, 22 Osceola St., let contract to W. T. Hadlow, Baldwin Bldg., for \$12,000, 1-story, brick building, Park between Post and Lomax Sts.

Fla., Panama City—W. F. Segler erecting 1-story, brick market building on Harrison Ave. and 6th St.

Ga., Augusta—Alexander & Garrett, Lamar Bldg., let contract to Branch & Smith, 334 Walker St., for 1-story, 24x46 ft., hollow tile extension to store, 1200 block Broad St., occupied by Connell's grocery store.

Ga., Columbus—W. C. Whitaker, 1121 First Ave., has contract for reconstruction and remodeling work on building, S. E. corner Broad and 13th Sts., owned by Hill & Hill Realty Co., Third National Bank Bldg.; \$10,000.

Ky., Paducah—J. A. Rudy & Sons, Fourth St. and Broadway, erect 3-story, brick department store building, adjoining present building on Broadway; stone trim, elevator; Jack Cole, Contr.

La., New Orleans—J. V. & R. T. Burkes, Carondelet Bldg., have contract for 3-story brick and mill building, N. Rampart and Barracks Sts., for Colonial Home Furnishing Co.; Weiss & Dreyfous, Archts., Maison Blanche Bldg.\*

Md., Frederick—H. F. Shipley remodeling building, Church and Market Sts., to provide 3 storerooms on first floor, 3 offices above.

Miss., Amory—A. E. Camp erecting 2 stores for T. J. Cole.

Mo., Springfield—William Elkins and Monroe Sawyers, E. Walnut St., let contract to J. E. Garbee, 573 S. Elm St., for \$30,000, 2-story and basement, 30x184-ft. store building, 310 E. McDaniel St.; fireproof, steel and concrete, brick walls, cement foundation; General Heating Co., W. Walnut St., heating; Paul McCron, W. Walnut St., plumbing; Electric Equipment Co., South St., electric work; Otis Elevator Co., 209 S. Campbell St., elevator.\*

Mo., Springfield—Miss Mary E. Murphy let contract to Pauly Construction Co., Land Bank Bldg., for \$20,000 business building, W. McDaniel St. and Patton Ave.

Mo., St. Louis—Harry and Eugene A. Freund, 2735 Cherokee St., let contract to Huger & Buecker Construction Co. for 100x125-ft. department store building, Cherokee st. and Iowa Ave.; adjoining will be 50x125-ft. building to be occupied by Dilg-Schuessler department store; Wedemeyer & Nelson, Archts., Wainwright Bldg.

Mo., St. Louis—J. C. Hawkins, 3110 Ivanhoe St., let contract to F. Hof, 6002 Hoffman St., for \$15,000, 54x43-ft., 2-story, brick store and tenement, 3116-18 Ivanhoe St.; tar and gravel roof, steam and hot-air heat; Q. Hawkins, Archt., 4270 Oleatha St.

N. C., Asheville—Eugene Carland and J. C. Penland, both Temple Court, let contract to T. M. Carland for \$30,000, 2-story store and office building, Haywood Road and Dunwell Ave.

Tenn., Humboldt—Milton I. Baum making 40-ft. extension and improving store building.

Tenn., Knoxville—S. D. Cook Co., Contrs., erecting \$14,000 to \$16,000, 48x70-ft., brick, 2-storeroom building, Seventh St. and Cumberland Ave.

Tenn., Knoxville—W. J. McCoy, 803 Luttrell St., let contract to Brimer & England, Union Bank Bldg., for remodeling and renovating building, 313 S. Gay St.; Ryno & Blackney, Archts., 505 Henson Bldg.

Tex., Beaumont—Gore & Wolf, 835 Pearl St., started work on brick commercial building, Pearl and Franklin Sts.

Tex., Commerce—C. L. Anders erect 3 brick and concrete store buildings, probably by day labor

Tex., Port Arthur—Loper & Haley, 2349 Proctor Ave., let contract to H. W. Baird, 420 Sixth St., for \$20,000, 2-story, brick, tile and reinforced concrete, 50x80 ft. store and apartment building; tar and gravel roof, cement and pine floors; C. L. Wignall, Archt., 7 Barnes Bldg.\*

Tex., Dallas—John J. Johnson, 1816 N. Harwood St., let contract to Harry W. Link, 4219 Gaston Ave., for \$10,000, 2-story, brick, stone and reinforced concrete, 38x55 ft., fireproof business building; Lang & Wichell, Archts., 300 American Exchange Bank Bldg.

Tex., Houston—Prudent Investment Co., 332 Humble Bldg., started work on \$18,000, 1-story, 50x125-ft. cement tile, brick and steel store building, 1211 McKinney St.; concrete foundation, gravel roof; R. D. Steele, Archt., First National Bank Bldg.

Tex., McAllen—Ed Saunders, Archt.-Builder, started work on \$35,000, 2-story, reinforced concrete and stucco business building for M. J. Bowie.

Tex., Texarkana—Four States Grocery Co., M. H. Wexler, erect 2-story, 50x140 ft., brick and concrete store building addition with day labor; Witt, Seibert & Halsey, Archts., 807 Texarkana Natl. Bank Bldg.

Tex., Wichita Falls—P. F. Gwynn, Harvey-Snyder Bldg., let contract to Naylor-Collins Co., 3000 Grant St., at \$12,494, for 1-story, 50x90 ft., brick store building addition; Jerry M. Schaefer, Archt., 622 Staley Bldg.

### Theaters

Ala., Ensley, Birmingham—Robinson Construction Co. has contract for \$20,000, 75x150

ft., brick theater building for negroes, Avenue D, between 18th and 19th Sts.; equipment cost \$10,000; Dr. J. Jaffe, 1519 8th Ave., N., and Dr. B. A. Fox, operators, Chamber of Commerce Bldg.

Fla., Miami—Smith Co., H. L. Webber, Mgr., started work on \$200,000, hollow tile and structural steel Biscayne Plaza Theater, Biscayne and Collins Aves.; \$15,000 pipe organ, interior finish of stucco plaster; George E. T. Wells, Archt.

Ga., Atlanta—Asa G. Candler, Jr., announced erection of \$1,000,000 motion-picture theater, in rear of Davison-Paxton-Stokes and Macy department store, Peachtree and Ellis Sts., to be leased by Universal Pictures Corp., 730 Fifth Ave., New York; seating capacity of 2500; H. J. Carr & Co., Contrs., Candler Bldg.; Starrett & Van Vleck, Archts., 393 Seventh Ave., New York.

La., Leesville—Nona Mills Co., Ltd., let contract to Knapp & East, Kaufman Bldg., Lake Charles, at \$45,550, for fireproof, brick and stucco theater and office building; theater 45x130 ft., 1-story; office building 2 stories, 42x80 ft.; F. W. Steinman & Son, Archts., 411 San Jacinto Life Bldg., Beaumont, Tex.\*

Tex., Chillicothe—Dr. W. S. Webb, 306 W. Broadway, Fort Worth, let contract to Glasgow & Longley, 910 First Natl. Bank Bldg., Fort Worth, for \$20,000, 1 story, brick and stone, 40x100-ft. theater building.

Tex., Corpus Christi—R. & R. Theater Enterprises Co., 309 S. Harwood St., Dallas, let contract to Campbell & White, Palestine, for \$100,000, 2 story, brick, stone and reinforced concrete theater building, seat about 1500; Theodore S. Maffitt, Archt., 510 Sycamore St., Palestine.\*

### Warehouses

Ala., Mobile—Alabama State Docks Commission, William L. Sibert, Chmn., Second Floor State Office Bldg., let contract to Decorative Cornice & Roofing Co., Albany, at \$106,297, for steel construction work on 900x230-ft. cotton warehouse; W. Horace Williams Co., 816 Howard Ave., New Orleans, La., has contract for floors, walls and foundation.\*

Fla., Tampa—Florida Interurban Rapid Transit Co. See Miscellaneous Construction.

La., Monroe—Weaks Supply Co., George G. Weaks, Pres., George W. Hyle, Vice-Pres. and Buyer, will break ground May 1st for erection of \$65,000, 100x255 ft. warehouse, corner N. Fourth and Jefferson Sts., to handle full line of mill and plumbing supplies; concrete and brick foundation, Barber built-up roof, equipment and furnishings cost \$5000; J. W. Smith, Archt., Ouachita Natl. Bank Bldg.; I. T. Davis, Engr. and Contr. (See Machinery Wanted—Tile; Metal Ceilings; Metal Rolling Doors; Steel Sash and Trim; Flooring; Vault Doors; Vault Lights; Ventilators; Cast Stone; Conveyors.

Md., Baltimore—Montgomery Ward & Co., Chicago, Ill., Charles E. McCoy, Gen. Mgr. local branch, erect 6-story addition on 2-story, 140x200-ft. west unit now under construction; W. H. McCaully, Constr. Engr. of Co.; Wells Bros. Construction Co., Contrs., Monadnock Block, both Chicago, Ill.\*

Mo., St. Louis—Merchants & Manufacturers Ry. Warehouse Co., 617 Chestnut St., alter 1-story warehouse at 3900 Chouteau; \$25,000; Widmer Engineering Co., Archts.-Builders, 612 Laclede Gas Bldg.

Tenn., Knoxville—C. M. McClung & Co., W. Jackson Ave., let contract to Roehl & Gervin, 235 N. Broadway, for \$94,000, 8-story, 50x125 ft. warehouse building; 2 basement floors of reinforced concrete and structural steel, upper 6 floors of heavy mill construction, spiral chute, freight elevator; R. F. Graf & Sons, Archts., Journal Bldg.

## MACHINERY, PROPOSALS AND SUPPLIES WANTED

**Air Compressor**—W. M. Smith & Co., First Ave., Birmingham, Ala.—Wants steam-driven air compressor, 200 to 300 cu. ft. capacity; South Alabama delivery.

**Aluminum (Pig and Sheet)**—Birmingham Aluminum Novelty Co., 3916 34th St., Birmingham, Ala.—Wants prices on pig and sheet aluminum.

**Bag Cleaning and Washing Machines, etc.**—Old Dominion Manufacturing Co., Inc., Box 223, Richmond, Va.—Wants data and prices on bag cleaning and washing machines, sewing machines and accessories.

**Band Mill and Equipment**—Luther Wal-

lin, Pres., Wallin Hardwood Lumber Co., Holly Bluff, Miss.—Wants prices on band mill, carriage and trimmer; second-hand equipment.

**Bank Fixtures and Furniture**—Wm. F. Davis Treas., Memphis Labor Bank & Trust Co., 501 Keith St., Memphis, Tenn.—Wants data and prices on bank fixtures and furniture.

**Blackboards**—H. A. Osborne & Son, Main St., Danville, Va.—Want sub-contract bids on blackboards for \$65,000 3-story school building.

**Boiler**—Luther Wallin, Pres., Wallin Hard-

wood Lumber Co., Holly Bluff, Miss.—Wants boiler for band mill; second-hand equipment.

**Boilers**—B. M. Nevins, 821 Belt Ave., St. Louis, Mo.—Wants prices on steam heating boilers for 54-family apartment building.

**Boiler**—Taylor-Parker Co., Water and Commercial Place, Norfolk, Va.—Wants 60-h. p. boiler, Erie City economic type or similar.

**Boiler**—W. H. Davenport, Speed, N. C.—Wants prices on boiler for lumber plant.

**Boilers, Pans, etc.**—U. S. Veterans' Bureau, Supply Division, Washington, D. C.—

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Receives bids April 27 for boilers, pans, cereal and milk cooker, etc.

**Boring Mill.**—W. M. Smith & Co., First Ave., Birmingham, Ala.—Wants 16 or 20 ft. vertical boring mill, used equipment; Alabama delivery.

**Boring Mill.**—Guyan Machine Shops, Logan, W. Va.—Wants boring mill, horizontal or post mill for handling work 30x36 in.

**Bottles.**—Doubleday Manufacturing Co., J. S. Doubleday, Pres., Comanche St., Corpus Christi, Tex.—Wants prices on 14-oz. capacity bottles for ketchup, in quantities of 10,000 to carload.

**Bottling Machines.**—Apple Growers Vinegar Co., Marionville, Mo.—Wants prices on bottling machines for vinegar plant.

**Braids, etc.**—Mrs. E. B. Robinson, General Delivery, Memphis, Tenn.—Wants data and prices on soutache, silver and gold braids to use in making lingerie.

**Bridge.**—State of Missouri. See Construction News—Roads, Streets, Paving.

**Bridge.**—Harrisonburg, La. See Construction News—Bridges, Culverts, Viaducts.

**Bridge.**—Houma, La., will build 2 bridges. See Construction News—Bridges, Culverts, Viaducts.

**Bridge.**—Miami Beach, Fla., will build 3 bridges. See Construction News—Bridges, Culverts, Viaducts.

**Bridge.**—Paducah, Ky. See Construction News—Bridges, Culverts, Viaducts.

**Bridge.**—Palestine, Tex., will build 2 bridges. See Construction News—Bridges, Culverts, Viaducts.

**Brushes (Floor).**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids April 30 for 3300 floor sweep brushes and 1350 handles; prices f. o. b. point of shipment.

**Building Material.**—Horseshoe Realty Co., 205 First Natl. Bank Bldg., Birmingham, Ala.—Wants building material for 12 to 15 bungalows in connection with subdivision development.

**Buffing Equipment.**—Birmingham Aluminum Novelty Co., 3916 34th St., Birmingham, Ala.—Receiving bids for buffing equipment.

**Canning Machinery.**—Garden Home Co., Oscar Ameringer, Mgr., Lake Providence, La.—Wants machinery for canning vegetables in community of 130 families.

**Cars.**—W. M. Smith & Co., First Ave., Birmingham, Ala.—Wants 15 or 20 standard gauge, 80,000-lb. capacity, 40-ft. flat cars; Carolina delivery.

**Cast Stone.**—J. C. Hynds, P. O. Box 884, Ada, Okla.—Wants prices on cast stone for \$50,000 brick church auditorium.

**Cast Stone.**—Weeks Supply Co., George G. Weeks, Pres., Monroe, La.—Wants prices on cast stone.

**Cast Stone.**—Frank Lassing, Contr., Sanford, Fla.—Wants prices on cast stone for \$200,000 school building.

**Cast Stone.**—W. R. Becker, 1837 Eighteenth Terrace, N. W., Miami, Fla.—Wants prices on cast stone for \$28,500 interlocking tile residence.

**Cast Stone.**—Geo. W. Smith, Johnson City, Tenn.—Wants prices on cast stone for \$25,000 brick dwelling.

**Cast Stone.**—Title Guaranty & Mortgage Co., Sanford, Fla.—Wants prices on cast stone for \$325,000 bank and office building.

**Cement.**—C. B. West Co., Contrs., Greenville, N. C.—Wants sub-contract bids on Portland cement in car lots, delivered to Sylva, N. C., for \$42,107 addition to Cullowhee School.

**Cement.**—Linberg & Hall, City Engrs., Burlington, N. C.—Wants 800 bbls. cement.

**Chain Hoists.**—Guyan Machine Shops, Logan, W. Va.—Wants ½ to 3 ton chain hoists.

**Church Furnishings, etc.**—J. C. Hynds, P. O. Box 884, Ada, Okla.—Wants prices on equipment, etc., \$10,000, for church auditorium.

**Citrus-Packing Machinery.**—Delta Cold Storage Co., M. H. Lourie, Pres., Pharr, Tex.—Wants prices on citrus-packing machinery.

**Coffee Plant Equipment.**—Wm. B. Rely & Co., 640 Magazine St., New Orleans, La.—Wants prices on equipment for roasting, grinding and blending coffee.

**Conveyors.**—Apple Growers Vinegar Co., Marionville, Mo.—Wants prices on conveyors for vinegar plant.

**Conveyors.**—Weeks Supply Co., George G. Weeks, Pres., Monroe, La.—Wants prices on conveyors.

**Cooking Compounds.**—See Cotton Oils, etc.

**Cotton Oils, etc.**—Ruprecht & Co., 211 Grace St., Orlando, Fla.—Wants data and prices on cotton oils, cooking compounds, etc.; correspond with manufacturers.

**Creamery Machinery.**—Garden Home Co., Oscar Ameringer, Mgr., Lake Providence, La.—Wants machinery for creamery for community of 13 families.

**Culverts.**—Towson, Md., will build 19 culverts. See Construction News—Bridges, Culverts, Viaducts.

**Dehydrating Machines.**—New Iberia Canning Co., Inc., New Iberia, La.—Wants prices on dehydrating machinery for vegetables; correspond with manufacturers.

**Dishwashing Machine.**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids April 30 to furnish one dishwashing machine; delivery Quantico, Va. Sch. 556.

**Dispenser (Combination Milk and Cream).**—U. S. Veterans' Bureau, Supply Division, Washington, D. C.—Receives bids April 24 for one combination milk and cream dispenser, 2 section; Lyons Combination Dispenser or equal.

**Drill Press.**—See Machine-Shop Equipment.

**Dumb Waiters.**—Geo. A. Durand, 1922 Melpomene St., New Orleans, La.—Wants prices on dumb waiters for \$12,000 residence.

**Dumb Waiters.**—Fonzle E. Robertson, 1609 Republic Bank Bldg., Dallas, Tex.—Wants prices on dumb waiters for \$60,000 Masonic temple, Gainesville, Tex.

**Earthen Flower Pots.**—Piet Vlag, Box 2344, Tampa, Fla.—Wants prices on earthen flower pots for transplanting purposes; correspond with manufacturers.

**Electric Fixtures.**—Julian S. Starr, 975 Victory Ave., Sarasota, Fla.—Wants prices on electric fixtures for \$25,000 dwelling.

**Electric Light Fixtures.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids April 26 for electric light fixtures.

**Electric Light Plant, etc.**—Garden Home Co., Oscar Ameringer, Mgr., Lake Providence, La.—Wants electric light and pumping plant to supply village of 130 families.

**Electric Refrigerators.**—Fonzle E. Robertson, 1609 Republic Bank Bldg., Dallas, Tex.—Wants prices on electric refrigerators for \$60,000 Masonic temple, Gainesville, Tex.

**Electric Refrigerators.**—Aline Realty Co., Inc., 5422 Willow St., New Orleans, La.—Wants prices on electric refrigerators for number dwellings.

**Electric Refrigerators.**—D. R. Beeson, Johnson City, Tenn.—Wants prices on electric refrigerator for \$25,000 dwelling.

**Electric Refrigerators.**—Mrs. A. H. Filler, P. O. Box 272, Durham, N. C.—Wants prices on electric refrigerator for \$10,000 residence.

**Electric Refrigerators.**—Sarasota Homes, Inc., Box 1625, Sarasota, Fla.—Wants prices on electric refrigerators for 12 dwellings.

**Electrical Materials.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids April 26 for electrical materials, including 300 ft. of ½-in. conduit, 75 ½-in. lock-nuts, bushings, wire, lock switches, etc.

**Engine.**—R. S. Armstrong & Bro. Co. (Mch. Dealer), 676 Marietta St., Atlanta, Ga.—Wants 26x48 Corliss engine.

**Engine.**—W. H. Davenport, Speed, N. C.—Wants prices on engine for lumber plant.

**Engine.**—Hacker Machinery & Supply Co., Box 43, Houston, Tex.—Wants 40 or 50 h. p. uniflow engine; Skinner preferred; good condition; used equipment.

**Feedwater Heater.**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids April 30 to furnish one feedwater heater, steam; delivery f. o. b. factory; Sch. 560.

**Fire Alarm System.**—City of Sebring, Fla.—A. M. Wolfe, City Clk.—Receives bids Apr. 27 for fire alarm telegraph system; Wm. E. Parrish, Mayor.

**Flooring.**—Fonzle E. Robertson, 1609 Republic Bank Bldg., Dallas, Tex.—Wants prices on hardwood, linoleum, wood block and composition flooring for \$60,000 Masonic temple, Gainesville, Tex.

**Flooring.**—Julian S. Starr, 975 Victory Ave., Sarasota, Fla.—Wants prices on tile for bath and porch floors in \$25,000 dwelling.

**Flooring.**—Aline Realty Co., Inc., 5422 Willow St., New Orleans, La.—Wants prices on tile and hardwood flooring for number dwellings.

**Flooring.**—W. R. Becker, 1837 Eighteenth

Terrace, N. W., Miami, Fla.—Wants prices on tile and rubber tile flooring for \$28,500 residence.

**Flooring.**—Rev. J. S. Edwards, Pastor, Methodist Church, Spartanburg, S. C.—Wants prices on tile flooring for \$25,000 to \$35,000 church.

**Flooring.**—Weeks Supply Co., George G. Weeks, Pres., Monroe, La.—Wants prices on tile, concrete, hardwood and linoleum flooring.

**Flooring.**—John R. Evans and J. H. Overman, both 114 E. Seventh St., Chattanooga, Tenn.—Wants prices on composition flooring for \$11,500 residence.

**Flooring.**—Sarasota Homes, Inc., Box 1625, Sarasota, Fla.—Wants prices on tile and hardwood flooring for 12 dwellings.

**Flooring.**—Geo. W. Smith, Johnson City, Tenn.—Wants prices on hardwood flooring and tile bath flooring for \$25,000 dwelling.

**Flooring.**—Title Guaranty & Mortgage Co., Sanford, Fla.—Wants prices on tile, terrazzo, rubber tile and composition flooring for \$325,000, 8-story bank and office building.

**Footways.**—Baltimore, Md. See Construction News—Roads, Streets, Paving.

**Foundry Equipment.**—Birmingham Aluminum Novelty Co., 3916 34th St., Birmingham, Ala.—Receiving bids for foundry equipment.

**Gas Main Extension.**—See Water Works, etc.

**Gas Ranges.**—B. M. Nevins, 821 Belt Ave., St. Louis, Mo.—Wants data and prices on gas ranges for 54-family apartment building.

**Gravel.**—New Roads, La. See Construction News—Roads, Streets, Paving.

**Gravel.**—Coushatta, La. See Construction News—Roads, Streets, Paving.

**Grinder.**—Guyan Machine Shops, Logan, W. Va.—Wants grinder for milling cutters.

**Graters.**—See Vinegar Plant Equipment.

**Hardware Supplies.**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids May 4 to furnish hardware supplies, delivery Quantico, Va.; Sch. 559.

**Hardware.**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids April 23 to furnish miscellaneous hardware; delivery Quantico, Va. Sch. 549.

**Hardwood Flooring.**—Frank Lassing, Contractor, Sanford, Fla.—Wants prices on hardwood flooring for \$200,000 school building.

**Hoist.**—W. E. Boyce & Co., Engrs., Howey, Fla.—Wants prices on gasoline-driven hoists to lift 1000 lbs. on single line, 150 ft. per minute.

**Hoist.**—W. H. Davenport, Speed, N. C.—Wants prices on hoist for log loading.

**Hoist.**—Hackley Morrison Co. (Mch. Dealer), 1708 Lewis St., Richmond, Va.—Wants 2-drum, 30 h. p. electric hoist with geared swinger, motor to be 3 phase, 60 cycle, 220 volt.

**Hoists.**—Guyan Machine Shops, Logan, W. Va.—Wants one 1½ and 2-ton capacity electric hoists for eye beam, 3 phase, 220 volts, 60 cycle.

**Hydraulic Presses.**—Apple Growers Vinegar Co., Marionville, Mo.—Wants prices on hydraulic presses for vinegar plant.

**Ice Plant Machinery.**—Garden Home Co., Oscar Ameringer, Mgr., Lake Providence, La.—Wants ice plant machinery for community of 130 families.

**Incinerators.**—Fonzle E. Robertson, 1609 Republic Bank Bldg., Dallas, Tex.—Wants prices on incinerators for \$60,000 Masonic temple, Gainesville, Tex.

**Incinerators.**—Title Guaranty & Mortgage Co., Sanford, Fla.—Wants prices on incinerators for \$325,000 building.

**Incubators (Egg).**—M. H. Lourie, Pharr, Tex.—Wants data and prices on egg incubator.

**Index Centers.**—Guyan Machine Shops, Logan, W. Va.—Wants index centers, 14-in. or larger, for milling machine.

**Laboratory Still.**—U. S. Veterans' Bureau, Supply Division, Washington, D. C.—Receives bids April 27 for laboratory still.

**Lathe (Wheel).**—Guyan Machine Shops, Logan, W. Va.—Wants wheel lathe for turning mine locomotive tires up to 36 in. diam., gauge 32 in. to 48 in.

**Lathe.**—See Machine-Shop Equipment.

**Laundry Machinery.**—Garden Home Co., Oscar Ameringer, Mgr., Lake Providence, La.—Wants machinery for laundry for community of 130 families.

**Lawn Mower.**—U. S. Veterans Bureau, Sup-

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.



ply Division, Washington, D. C.—Receives bids May 1 for 3-unit, tractor-hitch lawn mower.

**Leathern Finishing Machinery.**—Virginia Art Goods League, Loft Bldg., Lynchburg, Va.—Wants data and prices on machine to finish (irregular) raw edges of leather; also machine to stitch tender leather without leaving impression of feed.

**Lime.**—C. B. West Co., Contrs., Greenville, N. C.—Wants sub-contract bids on masons' hydrated building lime in car lots, delivered to Sulva, N. C., for \$42,107 addition to Cullowhee School.

**Limestone.**—Missouri Press Brick & Improvement Co., 3836 Kosciusko St., St. Louis, Mo.—Wants prices on limestone.

**Limestone.**—Title Guaranty & Mortgage Co., Sanford, Fla.—Wants prices on limestone for \$325,000 bank and office building.

**Lithographic Machinery.**—Fonzie E. Robertson, 1609 Republic Bank Bldg., Dallas, Tex.—Wants prices on lithographic machinery.

**Lubricants, Oil.**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids April 28 to furnish 400 lbs. tractor roller-bearing lubricant, 500 gal. transmission and differential gear oil and 100 gal. oil; delivery to Quantico, Va.; Sch. 557.

**Lumber.**—Horseshoe Realty Co., 205 First Natl. Bank Bldg., Birmingham, Ala.—Wants lumber for 20-acre subdivision.

**Machine-Shop Equipment.**—Texas Tinners' Supply Co., Houston, Tex.—Wants following second-hand equipment: Six to 12 in. lathe, small power drill press, several small emery and buffing stands, hand-power alligator shears, 1/4-in. sheets, and 1 to 3 h. p. 3 phase, 220 volt motors.

**Mail Chutes.**—Fonzie E. Robertson, 1609 Republic Bank Bldg., Dallas, Tex.—Wants prices on mail chutes for \$60,000 Masonic temple, Gainesville, Tex.

**Mail Chutes.**—Title Guaranty & Mortgage Co., Sanford, Fla.—Wants prices on mail chutes for \$325,000, 8-story bank and office building.

**Mantels.**—Julian S. Starr, 975 Victory Ave., Sarasota, Fla.—Wants prices on mantels for \$25,000 dwelling.

**Marble.**—Title Guaranty & Mortgage Co., Sanford, Fla.—Wants prices on marble for \$325,000, 8-story bank and office building.

**Mercerized Yarns.**—Cumberland Hosiery Mill, W. S. Lowe, Pres., Mechanic and Valley Sts., Cumberland, Md.—In market for mercerized yarns.

**Metal Ceilings and Doors.**—Fonzie E. Robertson, 1609 Republic Bank Bldg., Dallas, Tex.—Wants prices on metal ceilings and doors for \$60,000 Masonic temple, Gainesville, Tex.

**Metal Ceilings.**—O. O. Dawson, Clk., School Dist. No. 10, Wayne, Okla.—Wants prices on metal ceilings for \$30,000 school building.

**Metal Ceilings.**—Weaks Supply Co., George G. Weaks, Pres., Monroe, La.—Wants prices on metal ceilings.

**Metal Rolling Doors.**—Weaks Supply Co., George G. Weaks, Pres., Monroe, La.—Wants prices and data on metal rolling doors.

**Metal Clasp.**—Mrs. E. B. Robinson, Gen. Delivery, Memphis, Tenn.—Wants to contract for manufacture of small metal clasp, lightweight material, for use on lingerie; also wants to correspond with die and model makers.

**Metal Doors, Sash and Trim.**—Frank Lassing, Contr., Sanford, Fla.—Wants prices on metal doors, steel sash and trim for \$200,000 school building.

**Metal Doors.**—Title Guaranty & Mortgage Co., Sanford, Fla.—Wants prices on metal doors for \$325,000, 8-story bank and office building.

**Milk (Evaporated).**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids May 17 to furnish 3300 cases evaporated milk, delivery Philadelphia, Pa.; 1700 cases evaporated milk, delivery Parris Island, S. C.; 4000 cases evaporated milk, delivery Quantico, Va.; Sch. 561.

**Mortiser and Boring Machine.**—See Woodworking Machinery.

**Motors.**—Texas Tinners' Supply Co., Houston, Tex.—Wants 1 to 3 h. p., 3 phase, 220 volt motors; second-hand equipment.

**Motor Buses.**—Fred E. Perry, Jr., Pres., Woodward & Guymon Stage Line, 411 16th St., Woodward, Okla.—Wants data and prices on motor buses.

**Oil Burners.**—B. M. Nevins, 821 Belt Ave., St. Louis, Mo.—Wants data and prices on oil burners for 54-family apartment building.

**Oil Switch.**—Hackley Morrison Co. (Mehy Dealer), 1708 Lewis St., Richmond, Va.—Wants General Electric 7 1/2 amp., 3 phase, 2200 volt oil switch with no voltage and overload release for 25 h. p. motor.

**Ornamental Terra Cotta Trim.**—C. B. West Co., Contrs., Greenville, N. C.—Wants prices, cuts and information on ornamental terra cotta trim, string courses, coping, window sills, etc., for \$42,107 addition to Cullowhee (N. C.) School.

**Paper Plant Machinery.**—Wants data and prices on machinery for paper scrap and paper plant; second-hand equipment.

**Pails (Sanitary Waste).**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids April 26 for 100 sanitary waste pails, 3-gal. capacity, galvanized iron or steel; the "Justrite" Sanitary Waste Pail or equal.

**Paper.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids April 24 for 15,000 sheets paper, transcript, 5x15-in., and 1200 lbs. (25 rolls) paper, transcript; General Stock Req. 346.

**Paving.**—Eufaula, Ala. See Construction News—Roads, Streets, Paving.

**Paving.**—Jackson, Tenn. See Construction News—Roads, Streets, Paving.

**Petroleum Refining.**—Ruprecht & Co., 211 Grace St., Orlando, Fla.—Wants data on refining of petroleum, especially technical details connected with bleaching and treatment of oils with fuller's earth.

**Photolithographing.**—Dept. of Commerce, U. S. Patent Office, Washington, D. C.—Receives bids May 3 to produce during fiscal year ending June 30, 1927, by photolithographing or other processes copies of drawings of weekly issues of patents, to be assembled, stitched, banded and numbered; T. E. Robertson, Commr.

**Pipe (Concrete).**—See Sewers.

**Pipe (Cast Iron).**—See Sewers.

**Pipe (Vitrified).**—See Sewers.

**Pipe (Terra Cotta).**—See Sewers.

**Pipe (Concrete).**—City of Miami, Fla., Ernest Cotton, Director of Public Utilities—Wants prices on concrete pipe, 8 in. and up in size.

**Pipe (Cast Iron).**—City of Miami, Fla., Ernest Cotton, Director of Public Utilities—Wants prices on cast iron pipe, 8 in. and up in size.

**Pipe (Vitrified).**—City of Miami, Fla., Ernest Cotton, Director of Public Utilities—Wants prices on vitrified pipe, 8 in. and up in size.

**Pipe Organ.**—Rev. J. S. Wilson, Bailey, N. C.—Wants data and prices on pipe organ; correspond with manufacturers.

**Planer.**—Merrill B. Parker, 1912 Oak St., Chattanooga, Tenn.—Wants 36 in. by 8 ft. planer; used Powell preferred.

**Plaster Board.**—C. B. West Co., Contrs., Greenville, N. C.—Wants prices on Sheetrock plaster board, 4x6 to 10 ft., for \$42,107 addition to Cullowhee (N. C.) School.

**Plaster Board.**—Fonzie E. Robertson, 1609 Republic Bank Bldg., Dallas, Tex.—Wants prices on plaster board for \$60,000 Masonic temple, Gainesville, Tex.

**Plaster Board.**—John R. Evans and J. H. Overman, both 114 E. Seventh St., Chattanooga, Tenn.—Wants prices on plaster board for \$11,500 residence.

**Plumbing Supplies.**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids April 29 to furnish plumbing supplies; delivery Quantico, Va. Sch. 552.

**Printing Machinery.**—Edwin J. Miller, United Real Estate & Business Syndicate, Boynton, Fla.—Wants data and prices on printing machinery.

**Portland Cement.**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids April 30 to furnish 1700 bbls. Portland cement, delivery Quantico, Va.; Sch. 558.

**Portland Cement.**—El Paso County Commrs., E. B. McClintock, Judge, El Paso, Tex.—Receives bids April 27: cement for construction, reconstruction and maintenance of County road structures; deliveries at El Paso, Ysleta, Clint, Fabens, Canutillo and La Tuna; supplies for 6 months; J. A. Escalada, County Auditor.

**Printing Machinery.**—Fonzie E. Robertson, 1609 Republic Bank Bldg., Dallas, Tex.—Wants prices on printing machinery.

**Pulp Wood Machinery.**—T. E. Bruce, Chrmn. Industrial Committee, Scottsville Chamber of Commerce, Scottsville, Va.—Wants data and prices on machinery for small pulp wood mill; correspond with manufacturers.

**Pumping Plant.**—See Electric Light Plant, etc.

**Refrigeration System.**—B. M. Nevins, 821 Belt Ave., St. Louis, Mo.—Wants data and prices on mechanical refrigeration, ice boxes, etc., for 54-family apartment building.

**Refrigeration Machinery.**—Delta Cold Storage Co., M. H. Lourie, Pres., Pharr, Tex.—Wants prices on refrigeration machinery.

**Reinforcing Steel.**—See Sewers.

**Repaving (Oil Treatment).**—See Sewers.

**Residence Furnishings, etc.**—Geo. A. Durand, 1922 Melpomene St., New Orleans, La.—Wants prices on equipment, etc., for \$12,000 residence.

**Relay Rails.**—W. M. Smith & Co., First Ave., Birmingham, Ala.—Wants 75 to 100 ml. of 50, 55 and 56 lb. relay rails; Atlantic or Gulf Coast delivery.

**Road.**—Decatur, Tex. See Construction News—Roads, Streets, Paving.

**Road.**—State of Alabama will build 2 roads. See Construction News—Roads, Streets, Paving.

**Road.**—State of Texas will build 3 roads. See Construction News—Roads, Streets, Paving.

**Road.**—New Roads, La. See Construction News—Roads, Streets, Paving.

**Road.**—State of Maryland will build 6 roads. See Construction News—Roads, Streets, Paving.

**Road.**—State of Missouri will build 13 roads. See Construction News—Roads, Streets, Paving.

**Road.**—Sweetwater, Tex. See Construction News—Roads, Streets, Paving.

**Road.**—Coushatta, La., will build 2 roads. See Construction News—Roads, Streets, Paving.

**Road.**—Burnet, Tex. See Construction News—Roads, Streets, Paving.

**Road.**—Decatur, Tex. See Construction News—Roads, Streets, Paving.

**Road.**—Luray, Va.—See Construction News—Roads, Streets, Paving.

**Road.**—State of North Carolina will build 14 roads. See Construction News—Roads, Streets, Paving.

**Rolling Partitions.**—Fonzie E. Robertson, 1609 Republic Bank Bldg., Dallas, Tex.—Wants prices on rolling partitions for \$60,000 Masonic temple, Gainesville, Tex.

**Rolling Partitions.**—Frank Lassing, Contr., Sanford, Fla.—Wants prices on rolling partitions for \$200,000 school building.

**Rolling Partitions.**—Rev. J. S. Edwards, Pastor, Methodist Church, Spartanburg, S. C.—Wants prices on rolling partitions for \$25,000 to \$35,000 church.

**Roofing Tile.**—Julian S. Starr, 975 Victory Ave., Sarasota, Fla.—Wants prices on red Spanish tile roofing for \$25,000 dwelling.

**Rubberized Materials, etc.**—Virginia Art Goods League, Inc., Loft Bldg., Lynchburg, Va.—Wants data and prices on rubberized materials, bindings, etc., for manufacture of bathing bags, traveling cases.

**Sand and Gravel.**—Lewis C. Chapman, Box 355, Columbus, Miss.—Wants to purchase on royalty basis or fee title undeveloped prospective commercial sand and gravel deposits along railroad lines or on hard-surfaced public roads near towns or cities or in navigable streams; prospective deposits must be in Georgia, Alabama, Mississippi, Arkansas, Louisiana and East Texas.

**Sand and Gravel.**—Linberg & Hall, City Engrs., Burlington, N. C.—Wants 500 cu. yds. of stone or gravel and 250 cu. yds. sand.

**Saw (Rip and Crosscut).**—See Woodworking Machinery.

**Sewage Pumps and Equipment.**—City of Miami, la. Ernest Cotton, Director Public Utilities—Wants prices on sewage pumps and equipment.

**Sewers.**—City of Montevallo, Ala., R. A. Reed, Mayor—Receives bids May 6 for construction of sanitary sewers under Improvement Ordinance No. 1, including 14,000 ft. of vitrified clay sanitary sewers, 8 to 15 in. in size; Robert L. Totten, Inc., Consult. Engr., Brown-Marx Bldg., Birmingham.

**Sewers.**—Board of Awards, Baltimore, Md.—Receives bids May 5 for building Presstman St. diversion drain, Storm Water Contract No. 97: 1900 ft. of 11x12-ft. horseshoe section brick and concrete drain in open cut, 3015 ft. 11x12-ft. horseshoe section brick and concrete drain in rock tunnel, 80-ft. rectangular brick and concrete drain, manholes, underdrain, earth and rock excavations in open cut and tunnel; Milton J. Ruark, Sewerage Engr.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

**Sewer.**—City of Adel, Ga. J. J. Parrish, Mayor.—Receives bids April 29 for storm sewers, 72 ft. of 18-in. cast iron pipe; J. B. McCrary Engineering Corp., Engrs., Atlanta.

**Sewers.**—City of Miami Beach, Fla., C. W. Tomlinson, Clk.—Receives bids May 5 for SR-89, SR-90, SR-91, SR-92, SR-93, SR-94, SR-95, SR-96, including concrete or terra cotta sanitary sewer, terra cotta or concrete pipe house connections; reinforced concrete foundations, drain tile, reinforcing steel, repaving, Kentucky rock; repaving, oil treatment.

**Sewers.**—Dist. Commrs., Room 427, District Bldg., Washington, D. C.—Receives bids April 27 for constructing 13,735 ft. of sewer.

**Sewers.**—City of Grapevine, Tex., E. E. Lowe, Mayor.—Receives bids April 26 for sanitary sewer system and sewage disposal plant; cost \$30,000; F. J. Von Zuzen, Conslt. Engr., 611 Dan Waggoner Bldg., Fort Worth.

**Sewers.**—Board of Public Service, St. Louis, Mo.—Receives bids May 4 for constructing Section C of North Baden Public Sewer extension.

**Sewers.**—City of Cookeville, Tenn., J. E. Owens, Clk.—Receives bids May 3 for furnishing materials and constructing complete sanitary main sewer system; Class A cast iron pipe, vitrified sewer pipe, 20 cu. yds concrete piers, bulkhead and pipe protection, 100 cu. yds. loose rock excavation, 500 cu. yds. solid rock excavation; V. V. Long & Co., Conslt. Engrs., 1300 Colcord Bldg., Oklahoma City.

**Sewer Pipe, etc.**—Horseshoe Realty Co., 205 First Natl. Bank Bldg., Birmingham, Ala.—Wants sewer pipe, etc., for development of 20-acre subdivision.

**Sewing Machine.**—See Leather Finishing Machinery.

**Sewing Machines.**—Old Dominion Manufacturing Co., Inc., Box 223, Richmond, Va.—Wants prices on sewing machines and accessories for bag cleaning and washing plant.

**Shear and Punch.**—Guyan Machine Shops, Logan, W. Va.—Wants shear and punch for slitting and punching ½-in. plate.

**Shears.**—See Machine-Shop Equipment.

**Soap.**—Ruprecht & Co., 211 Grace St., Orlando, la.—Wants to correspond with soap manufacturers.

**Sprinklers.**—Title Guaranty & Mortgage Co., Sanford, Fla.—Wants prices on sprinklers for \$325,000, 8-story bank and office building.

**Sprinklers.**—Fonzie E. Robertson, 1609 Republic Bank Bldg., Dallas, Tex.—Wants prices on sprinklers for \$60,000 Masonic temple, Gainesville, Tex.

**Stamping and Moulding Equipment.**—Birmingham Aluminum Novelty Co., 3916 34th St., Birmingham, Ala.—Wants stamping and moulding equipment for manufacture of cooking utensils, signs, etc.

**Steel.**—Linberg & Hall, City Engrs., Burlington, N. C.—Wants 37½ tons of reinforcing steel.

**Steel.**—Julian S. Starr, 975 Victory Ave., Sarasota, Fla.—Wants prices on reinforcing steel, steel beams and columns for \$25,000 dwelling.

**Steel Sash and Trim.**—Gibson Construction Co., 205 E. Bay St., Savannah, Ga.—Wants prices on steel sash and trim for \$50,000 stadium.

**Steel Sash and Trim.**—Aline Realty Co., Inc., 5422 Willow st., New Orleans, La.—Wants prices on steel sash and trim for number dwellings.

**Steel Sash and Trim.**—Rev. J. S. Edwards, Pastor, Methodist Church, Spartanburg, S. C.—Wants prices on steel sash and trim for \$25,000 to \$35,000 church.

**Steel Sash and Trim.**—Weeks Supply Co., George G. Weeks, Pres., Monroe, La.—Wants prices on steel sash and trim.

**Steel Sash and Trim.**—Title Guaranty & Mortgage Co., Sanford, Fla.—Wants prices on steel sash and trim for \$325,000 building.

**Street.**—Clarksburg, W. Va. See Construction News—Roads, Streets, Paving.

**Street.**—Rutherfordton, N. C. See Construction News—Roads, Streets, Paving.

**Street.**—Baltimore, Md. See Construction News—Roads, Streets, Paving.

**Street.**—Huntington, W. Va. See Construction News—Roads, Streets, Paving.

**Street.**—St. Louis, Mo. See Construction News—Roads, Streets, Paving.

**Street.**—Adel, Ga. See Construction News—Roads, Streets, Paving.

**Street.**—Pickens, S. C. See Construction News—Roads, Streets, Paving.

**Street.**—Jackson, Tenn. See Construction News—Roads, Streets, Paving.

**Street Lighting.**—Board of Public Service, St. Louis, Mo.—Receives bids May 4 for furnishing materials for construction of substations B, C and D for street lighting system; plans, etc., from office of Director of Public Utilities, Room 31, City Hall.

**Switchboard Equipment.**—City of Jacksonville, Fla., Frank H. Owen, Chrm.—Receives bids May 5 for switchboard equipment and connections with substations; state price for complete materials delivered f. o. b. Jacksonville; Scofield Engineering Co., Conslt. Engrs., Philadelphia, Pa.

**Stone.**—Fonzie E. Robertson, 1609 Republic Bank Bldg., Dallas, Tex.—Wants prices on stone for \$60,000 reinforced concrete and brick Masonic Temple, Gainesville, Tex.

**Sub-Drainage System.**—Treasury Dept., Supvr. Architect's Office, Washington, D. C.—Receives bids May 6 for sub-drainage system at U. S. postoffice, Douglas, Ga.

**Syringes.**—U. S. Veterans' Bureau, Supply Division, Washington, D. C.—Receives bids May 3 for 1000 all-glass, intramuscular syringes.

**Table Tops, etc.**—Treasury Dept., Supvg. Architect's Office, Washington, D. C.—Receives bids April 29 to recondition table tops and drawing boards.

**Tanks.**—Apple Growers Vinegar Co., Marionville, Mo.—Wants prices on tanks for vinegar plant.

**Terra Cotta Trim.**—Fonzie E. Robertson, 1609 Republic Bank Bldg., Dallas, Tex.—Wants prices on terra cotta trim for \$60,000 Masonic temple, Gainesville, Tex.

**Terra Cotta Trim.**—Rev. J. S. Edwards, Pastor, Methodist Church, Spartanburg, S. C.—Wants prices on terra cotta trim for \$25,000 to \$35,000 church.

**Terra Cotta Trim.**—John R. Evans and J. H. Overman, both 114 E. Seventh St., Chattanooga, Tenn.—Wants prices on terra cotta trim for \$11,500 frame residence.

**Terra Cotta Trim.**—Missouri Press Brick & Improvement Co., 3836 Kosciusko St., St. Louis, Mo.—Wants prices on terra cotta trim.

**Terra Cotta Trim.**—Title Guaranty & Mortgage Co., Sanford, Fla.—Wants prices on terra cotta trim for \$325,000 bank and office building.

**Tile.**—W. R. Becker, 1837 Eighteenth Terrace, N. W., Miami, Fla.—Wants prices on interior tile for \$28,500 residence.

**Tile.**—Rev. J. S. Edwards, Pastor, Methodist Church, Spartanburg, S. C.—Wants prices on hollow tile for \$25,000 to \$35,000 church.

**Tile.**—Weeks Supply Co., Geo. G. Weeks, Pres., Monroe, La.—Wants prices on hollow, interior and floor tile.

**Tile.**—John R. Evans and J. H. Overman, both 114 E. Seventh St., Chattanooga, Tenn.—Wants prices on hollow tile for \$11,500 residence.

**Tile.**—Missouri Press Brick & Improvement Co., 3836 Kosciusko St., St. Louis, Mo.—Wants prices on interior tile for bathrooms.

**Tile.**—Sarasota Homes, Inc., Box 1625, Sarasota, Fla.—Wants prices on interior tile for 12 dwellings.

**Tile.**—Geo. W. Smith, Johnson City, Tenn.—Wants prices on hollow and interior tile for \$25,000 dwelling.

**Tile.**—Title Guaranty & Mortgage Co., Sanford, Fla.—Wants prices on hollow and interior tile for \$325,000, 8-story bank and office building.

**Tile.**—Frank Lassing, Contr., Sanford, Fla.—Wants prices on hollow tile for \$200,000 school building.

**Tile.**—O. O. Dawson, Clerk, School District No. 10, Wayne, Okla.—Wants prices on hollow tile for \$30,000 school building.

**Tile.**—Gibson Construction Co., 205 E. Bay St., Savannah, Ga.—Wants prices on hollow and interior tile for \$50,000 stadium.

**Tram Silk.**—Cumberland Hosiery Mill, W. S. Lowe, Pres., Mechanic and Valley Sts., Cumberland, Md.—In market for tram silk.

**Trimmer.**—See Band Mill and Equipment.

**Urn Stands.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids April 26 for 2 urn stands for U. S. V. Hospital, Whipple, Ariz.

**Vaults.**—O. O. Dawson, Clerk, School District No. 10, Wayne, Okla.—Wants prices on vaults for \$30,000 school building.

**Vaults.**—Wm. F. Davis, Treas., Memphis Labor Bank & Trust Co., 501 Leath St., Memphis, Tenn.—Data and prices on vaults.

**Vaults.**—Title Guaranty & Mortgage Co., Sanford, Fla.—Wants prices on vaults for \$325,000 bank and office building.

**Vault Doors.**—Weeks Supply Co., George G. Weeks, Pres., Monroe, La.—Wants prices on vault doors.

**Vault Lights.**—Weeks Supply Co., George G. Weeks, Pres., Monroe, La.—Wants prices on vault lights.

**Vault Lights.**—Title Guaranty & Mortgage Co., Sanford, Fla.—Wants prices on vault lights for \$325,000 bank and office building.

**Vault Lights.**—Fonzie E. Robertson, 1609 Republic Bank Bldg., Dallas, Tex.—Wants prices on vault lights for \$60,000 Masonic temple, Gainesville, Tex.

**Ventilators.**—John R. Evans and J. H. Overman, both 114 E. Seventh St., Chattanooga, Tenn.—Wants prices on ventilators for \$11,500 residence.

**Ventilators.**—Weeks Supply Co., George G. Weeks, Pres., Monroe, La.—Wants prices on ventilators.

**Vinegar Plant Equipment.**—Apple Growers Vinegar Co., Marionville, Mo.—Wants prices on presses, graters and all other equipment for complete vinegar plant.

**Washing Machines.**—See Bag Cleaning and Washing Machines, etc.

**Water Works, etc.**—City of St. Petersburg, Fla., C. M. Blanc, Mayor.—Receives bids May 3 for furnishing and laying for Municipal Gas and Water Dept. 67 miles of cast iron pipe with fittings, from 24 to 6 in. diam.; 6 gate valves, 300 fire hydrants for waterworks; 9 miles of cast iron pipe 24 to 6 in. diam, 30 gate valves for gas main extension.

**Water Works.**—U. S. Engineer Dept., Navy Dept. Bldg., Washington, D. C.—Receives bids May 11 for construction of cross connection gate chambers and repairs to old conduit for water supply project.

**Water Works.**—U. S. Engineers Office, 1068 Navy Department Bldg., Washington, D. C.—Receives bids May 14 for constructing pipe line from old filtered water reservoir for water supply project.

**Wire Glass.**—Title Guaranty & Trust Co., Sanford, Fla.—Wants prices on wire glass for \$325,000 building.

**Wire Glass.**—Rev. J. S. Edwards, Pastor, Methodist Church, Spartanburg, S. C.—Wants prices on wire glass for \$25,000 to \$35,000 church.

**Wire Glass.**—J. C. Hynds, P. O. Box 884, Ada, Okla.—Wants prices on wire glass for \$50,000 church auditorium.

**Wire Glass.**—Fonzie E. Robertson, 1609 Republic Bank Bldg., Dallas, Tex.—Wants prices on wire glass for \$60,000 Masonic temple, Gainesville, Tex.

**Woodworking Machine.**—Hackley Morrison Co. (Mch. Dealer), 1708 Lewis St., Richmond, Va.—Wants one small combination woodworking machine.

**Woodworking Machinery.**—Columbia Cabinet & Manufacturing Co., 704 Hardin St., Columbus, S. C.—Wants data and prices on machine for dovetailing material for auto battery boxes, machines up to 20-in. capacity.

**Woodworking Machinery.**—Higginbotham-Steger Co., Main and Second St., Bonham, Tex.—Wants prices on electric variety saw, including rip and crosscut saws, mortiser and boring machine, dado heads, etc., for carpenter's shop.

The Old Types Pass: Gullah Sketches of the Carolina Sea Islands. By Marcellus S. Whaley, A. B., LL. B. Boston: The Christopher Publishing House. Pp. 192. Buckram.

This book is the result of a most careful, painstaking and loving study of the dialect of a peculiar variety of the negro race in the United States. It abounds in anecdote and other instances, all of which are most interesting as well as instructive, and the illustrations from the pencil of Edna Reed Whaley are studies from life of colored people living their lives always in the region famed years ago for the superior product called sea-island cotton. Mr. Whaley in writing this book has made a valuable and important contribution to the literature about the colored people as they are known in the particular section with which his narrative is concerned.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.



## INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers, or subscribers, or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

### Manufacturing Plant to Be Sold.

The Boone Fork Manufacturing Company's lots and machinery at Elizabethton, Tenn., will be disposed of at public sale on the premises on Thursday, May 20. Formal announcement concerning the sale appears elsewhere in this issue. Hugh G. Kyle, Rogersville, Tenn., is special commissioner in charge and will give further information on request.

### Binks Spray Office in New York.

An office in New York city will soon be opened by the Binks Spray Equipment Company for the purpose of better serving users of spray painting and finishing equipment in that general locality. M. Sullivan, who for years has held an executive position in the home office in Chicago, will be the manager at New York, handling, in addition to the equipment, paints, varnishes, lacquers, etc.

### "Goulds Pumps, Incorporated."

The Goulds Manufacturing Company, known by that name for 57 years, has now adopted the title Goulds Pumps, Inc. This, it is announced, is a change of name only, the organization, business policy and ownership being the same as before. When the company was incorporated in 1869 it made a variety of products, but now there is but one line—Goulds pumps. The headquarters of the company remain at Seneca Falls, N. Y., with branches in Atlanta, Boston, Chicago, Houston, New York, Philadelphia and Pittsburgh. The change took place April 1.

### Sale of Philippi Blanket Mills.

Announcement is made elsewhere in this issue of the forthcoming auction sale of the assets of the Philippi Blanket Mills, Incorporated, at Philippi, W. Va., and at Parsons, W. Va., on April 29 and April 30, respectively, in each instance at 4 o'clock P. M. The assets consist of real estate in each place on which modern factory buildings, equipped with the latest modern machinery, are situated. Both mills are said to be in first-class condition and ready to operate. Further particulars, with addresses of those in charge of the sale, will be found in the advertisement.

### Ice and Refrigerating Machinery.

The York Manufacturing Company, York, Pa., made 169 sales and installations of their ice and refrigerating machinery from February 26 to March 31, including 50 in the South at various places as follows: North Baton Rouge, La.; Miami, Fla.; Fort Lauderdale, Fla.; Jacksonville, Fla.; Huntington, W. Va.; Norton, Va.; Marshall, Tex.; Little Rock, Ark.; Sedalia, Mo.; Okemah, Okla.; Weslaco, Tex.; Baltimore, Md.; Malden, Mo.; Blackwell, Okla.; Stillwater, Okla.; Atlanta, Ga.; Knoxville, Tenn.; Fredericksburg, Tex.; St. Louis, Mo.; Catonsville, Md.; Leesburg, Fla.; Washington, D. C.; Bethesda, Md.; Chevy Chase, Md.; Forsyth, Ga.; Columbia, S. C.; Tulsa, Okla.; Nitro, W. Va.; Lenoir City, Tenn.; Lockhart, Tex.; Sanford, N. C.; Bay Minette, Ala.; New Orleans, La.; Greensboro, N. C.; Evergreen, Ala.; Dothan, Ala.; Bainbridge, Ga.; Harrisonburg, Va.; Kingstree, S. C.; Palestine, Tex.; Waurika, Okla.; Quanah, Tex.; Johnson City, Tenn.; Lexington, Ky. At several of these places two or more installations were made.

### Navy Auction Sale at New York.

A big auction sale of navy surplus and surveyed material is to take place at the New York Navy Yard on May 4, beginning at 9 o'clock A. M. It will include thousands of caps, hats, jumpers, ferrous and non-ferrous metals, lamps, thermometers, hardware, pipe fittings, electric material, tools, pumps, motion-picture machines, marine engines, diving apparatus, etc. Further particulars will be found in the advertisement which appears elsewhere in this issue. Catalogues can be obtained.

### National Slag Association Officers.

The National Slag Association, 933 Leader-News Building, Cleveland, Ohio, held its ninth annual meeting at the Old Colony Club in that city April 9 with every director present. The honor guest of the convention was P. H. Bates of the United States Bureau of Standards. The following officers were re-elected: President, C. L. McKenzie, president of the Duquesne Slag Products Co., Pittsburgh, Pa.; Vice-President, C. E. Ireland, vice-president Birmingham Slag Co., Birmingham, Ala.; Secretary-Treasurer, H. J. Love, Cleveland, Ohio.

### Again With Link-Belt Co.

The Link-Belt Company of Chicago, Indianapolis and Philadelphia have announced that Nelson Brandt has rejoined their sales management force and that he will be manager of a new branch office to be opened in Florida. He will not only solicit sales for both engineering and merchandise throughout the state, with office at or near Jacksonville or Orlando, but he will also maintain contact relations with the company's agents, the Cameron & Barkley Co., Jacksonville, and with L. J. DeHoney, the Chicago sales representative at Miami. Mr. Brandt is well known as an expert in engineering equipment.

### Advantages of an Electric Shovel.

Increased output in a shorter period of time, together with a reduction in labor, resulted from the installation of an electric shovel by the Cowell Portland Cement Company at Cowell, Cal. This company had been using steam shovels in its quarrying operations, but on account of obvious economies and ease of operation decided to purchase an electric shovel. It is stated that six cars were loaded with the electric shovel while the steam shovel was loading five, yet the dipper on the steam shovel had a capacity of three cubic yards, while the electric shovel had a dipper of but 1½ cubic yards capacity. The electric shovel is a Marion, model No. 37, the electrical equipment for which was furnished by the General Electric Company.

### Is Now With Street Bros.

R. J. Quinlan is now a sales engineer for Street Bros. Machine Works, Chattanooga, Tenn., makers of hoists, cableways, derricks, draglines, skidders, etc. He was previously with the Bluefield Supply Company for four years as manager of their electrical supply department. Before this, Mr. Quinlan was for a number of years with the Fairbanks-Morse Company in their sales department. He has a thorough acquaintance with Street hoists, selling them and superintending their installation in mines while with the Bluefield organization.

### Ohio Electric Representatives.

The Ohio Electric & Controller Co., Cleveland, Ohio, have appointed representatives as follows: The Industrial Supply Co., Brown-Marx Building, Birmingham, Ala., and Railway Power & Engineering Corporation, Ltd., Toronto, Ontario, Canada.

### Advantages of Aluminum Paint.

When the Polar Ware Company, Sheboygan, Wis., first painted their water tank and tower with aluminum paint, protection against the weather was their only idea. But the appearance of the tank was so greatly improved by the attractive silver-gray color of the paint that the management has received many comments on the improvement.

### Hardinge Display at Cleveland.

The Hardinge Company, Inc., York, Pa., will be among the exhibitors at the Second Chemical Equipment Exposition to be held at Cleveland, Ohio, May 10 to 15. Their display will be in Booth No. 90, with G. F. Metz in charge, accompanied by J. K. Towers and A. H. Bamman. It is expected to show working models of the Hardinge conical mill equipped with the reverse current air classifier, also the company's super-thickener and their rotor spray.

### Continental Gln Company Shares.

Elsewhere in this issue appears the formal announcement of an offering by the Trust Company of Georgia, in Atlanta, of \$6,000,000 of 7 per cent-cumulative convertible preferred stock of the Continental Gln Company, Inc., and giving particulars concerning the business of the company, which began in 1833 and is therefore not far short of being a century old. It has plants located respectively in Atlanta, Ga.; Birmingham and Prattville, Ala.; Memphis, Tenn., and Dallas, Tex. Further information concerning these securities, the earnings of the company and the price of the shares will be found in the advertisement.

### Ohio Gasoline Shovel.

The Ohio Steam Shovel Company, Lima, Ohio, have brought out a new machine, the Ohio Single-Line Gasoline Shovel, which is equipped with Timken roller bearings for smooth and fast operation. It is claimed for this product that it not only operates faster but there is lower cost of up-keep, higher lift and great range of action. It embodies many absolutely new and distinctive features. It has single-line hoist, a large and powerful engine, positive crowding mechanism, a one-piece cast steel boom, a one-piece revolving base casting and a one-piece truck casting, etc. The shovel is readily convertible into an industrial crane or a dragline excavator by merely changing the boom.

### New Hotel at Bradenton, Fla.

On April 14 the Hotel Dixie-Grande at Bradenton, Fla., a community enterprise sponsored by the Board of Trade, was formally opened. The occasion was marked by an inspection of the building by the directors and later by the stockholders of the Community Hotel Corporation and by the public, a luncheon and a banquet, with addresses by Gov. John W. Martin and other prominent guests, followed by dancing. The Hotel was financed by the Hockenbury System, Inc., of Harrisburg, Pa., and is operated by the Griner Hotels, Inc., of Jacksonville. Designed by Frank A. Winn of Tampa, it is an up-to-date eight-story structure of 175 guest rooms. "We feel sure that the Hotel Dixie-Grande will do a capacity business the coming season," said Manager Norton F. Sanford.

## Trade Literature

### Hayward Excavators, Dredges and Buckets.

The Hayward Company, 50 Church street, New York, N. Y., have published Bulletin 665, with front cover page in appropriate colors, and the contents telling all about the Hayward skid excavators and dredges. Complete descriptions with fine pictures are presented. This company have also issued Pamphlet 625, concerning the general line of buckets which they manufacture. There is, it is stated, a bucket for every purpose.

### Use of Electric Heat in Industry.

"Electric Heat in Industry" is the title of a new 32-page bulletin issued by the General Electric Company and bearing the number GEA-261. This bulletin deals with the advantages of electric heat for various industrial applications, including the metal industry, heat treating, ceramic industry, chemical industry, printing industry, finishing processes, etc. It is attractively illustrated with photographs and art work.

### Metallo Gaskets Catalogued.

Catalogue 26 is a new publication of the Metallo Gasket Company, New Brunswick, N. J., one which it is believed will be of much value to users of gaskets, because of the completeness of the line presented and the information regarding the different gaskets made. It is noted that the Metallo gaskets are made from the best materials used for producing metal-asbestos gaskets and the hearty reports received from users of them for the most severe service are evidence of their superiority. The catalogue is finely illustrated.

### Contract for Sewers at Lake Lure.

Chimney Rock, N. C.—A contract has been awarded to V. B. Higgins, Charlotte, at approximately \$250,000 for the installation of a lake-bottom sewage system at the Lake Lure development of Chimney Rock Mountains, Inc., the award having been made by Mees & Mees, Charlotte, engineers for the development. The proposed system, which is said to be unique, will consist of a main line and laterals, all of cast-iron pipe, to be laid in a valley soon to be filled with water from Lake Lure dam. It will connect with a disposal plant below the dam.

Because of the topography, it is said, the valley was the only available location for the installation of the system. It is proposed to lay the pipes in shallow ditches, afterwards to be covered with the water.

### \$150,000 Improvement Bond Issue.

Franklin, La.—A bond issue of \$150,000 has been voted by citizens of Franklin for the construction of additional water-works facilities and improvements to the electric-light plant. It is the plan of the town council to build a filtration plant, water to be pumped from Grand Lake. Plans for the improvement have been prepared by James A. Fournery and Henry A. Mentz, engineers.

### Moundville Votes \$149,000 School Bonds.

Moundville, W. Va.—A bond issue of \$149,000 has been voted by citizens of Moundville independent school district for new schools. It is planned to erect a new grade building in the northeastern section of the city and an addition to the high-school building.

### Publication of Silent Gears.

The Westinghouse Electric & Manufacturing Co. has just issued publication F-4506-B, "Salient Facts on Silent Gears." This is a complete revision of F-4506, and the data is in accordance with the latest recommendations of the American Gear Manufacturers' Association. It contains a number of formulas and tables and describes the applications of micarta gears. It is well illustrated.

### Report on Belt Power Transmission.

The Leather Belting Exchange, Louis W. Arny, Secretary, Forrest Building, Philadelphia, has published a report of 20 pages entitled "A Report of Experiments to Determine the Relative Power Transmitting Capacity of Belts on Vertical, Angular and Horizontal Drives," by R. F. Jones, research engineer. This is the latest report issued from the Exchange's Foundation Research Laboratory at Cornell University and it contains information that is new as well as interesting to users of belting. The Exchange will send copies if requested to engineers, plant executives and educational institutions.

### Southern Telegraph Institute.

The thirty-eighth annual catalogue of the Southern Telegraph & Railway Accounting Institute, Newnan, Ga., W. L. Stricker, president, is a large, handsome, interesting and instructive publication. Mr. Stricker says that there are enrolled every year about 200 to 250 students from the Southern states, who in from four to six months are qualified to take responsible positions as telegraphers. The institute was established in 1888. Illustrations in the book show different views in the school and there are other pictures of students who have benefited by their attendance, besides testimonials from employers.

### Steel Shelving in Standard Units.

Steel shelving can now be ordered, bought and installed in standard sections or individual units, precisely like modern bookcases, capable of being arranged into practically any kind of installation for any storage need. The convenience and simplicity of this unit system are set forth in the latest shelving handbook, "Lupton Display and Storage Equipment," published by David Lupton's Sons Co. of Philadelphia, which describes, illustrates, catalogues and prices standard sections with which practically any installation, large or small, can be assembled by simply bolting the sections together. A "section" is enough to build three feet of shelving. Typical arrangements and installations in factories, offices and stores are pictured.

### Bucyrus Heavy Duty Shovel.

A new Bulletin describing the Bucyrus 120-B steam or electric four-yard full revolving shovel has been issued. It is 8¼ by 10½ inches, with 32 pages and covers, and describes and illustrates this heavy duty mine and quarry shovel, which can be equipped with 4, 3½ or 3 cubic yard dippers. Considerable space is given to details of the machinery and a number of photographs of operation are included. A copy may be had by addressing Bucyrus Company, South Milwaukee, Wis.

### Alabama Power Company Periodical.

"Powergrams," a monthly periodical issued by the Alabama Power Company, Birmingham, has on the front cover page of its April number an unusually fine picture made from a photograph showing a giant searchlight in operation on the roof of the company's building in that city during the Alabama Electrical Exposition. The contents are live and entertaining as well as instructive, and there is an abundance of illustrations.

### South Produces All of Country's Bauxite.

The production of bauxite in the United States in 1925 was 316,540 long tons, valued at \$1,988,250, a decrease of 9 per cent in quantity and 7 per cent in value, as compared with the domestic production of 347,570 long tons in 1924, according to the Department of Commerce.

Imports of bauxite in 1925 amounted to 353,696 long tons, while exports, largely bauxite concentrates, were 78,570 long tons. In 1924 imports were 201,974 long tons and exports 77,065 long tons.

The following is a statement of domestic bauxite sold by producers to industries in 1924 and 1925, in long tons:

Year	Aluminum	Chemicals	Abrasives, refractories and cement	Total
1924.....	225,780	54,870	66,920	347,570
1925.....	173,040	67,420	73,980	314,440

The production of bauxite in the Arkansas field was 296,320 long tons in 1925, a decrease of approximately 10 per cent as compared with 1924. The eastern field, including Georgia and Tennessee, produced 20,220 tons, but only 18,220 tons were sold, a slight decrease as compared with 1924. No bauxite was produced in Alabama or Mississippi in 1925. The imports of bauxite in 1925 increased about 75 per cent as compared with 1924, and came chiefly from British and Dutch Guiana, South America, though some French and Dalmatian bauxite was received.

Winter Park school district, Winter Park, Fla., C. Fred Ward, mayor, has voted a \$200,000 bond issue for the erection of a high-school building, details for the sale of the issue to be handled by the County School Board, Orlando.



# VISION and the Budget

**VISION:** *The inspired mental picture, painted with the brush of keen observation, in the pigments of potential achievement.*

**The BUDGET:** *The "Book" of Business Vision.*

VISION throws the light of the past and the present on future business, picking out the larger opportunities. It is as necessary as credit. It is the back-bone of efficiency in buying, producing, selling or accounting. The lack of it limits progress.

To that part of Business Vision which has to do with forecasting the activities of the year ahead, modern progressive management applies method, no less than to actual operations. Executive foresight is pictured in the written plan—the definite Budget, which serves as a protective guide.

The Budget is the orderly method of seeing ahead. To make a Budget *compels* seeing ahead. The Budget is the formula for thinking today in terms of tomorrow—the "common sense" basis for *controlled* progress.

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ATLANTA

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MIAMI  
TAMPA  
DALLAS  
HOUSTON  
FORT WORTH  
SAN ANTONIO  
WACO

## FINANCIAL NEWS

## Bond Issues Proposed

Ala., Birmingham—Municipal Improvement—City Comm., John Taylor, Safety Commr., plans calling election before latter part of May on \$1,000,000 bonds: \$550,000 to \$650,000, fire stations, equipment and fire alarm system; \$400,000, incinerator system.

Ala., Fairhope—Street—City, I. M. Galbraith, Mayor, receives bids May 10 for \$50,000 6% \$1000 denom. bonds.\*

Fla., Avon Park—Municipal Improvement—Funding—City Comm. may call election in about 6 weeks on \$265,000 bonds: sewers, \$278,000, city's share; \$30,000, City Hall and equipment; \$25,000, park improvement; \$25,000, funding.

Fla., Bradenton—Road—Manatee County defeated \$1,250,000 bond issue; Robert H. Roesch, Clk.\*

Fla., Crystal River—General Obligation Improvement—Town, Horace N. Blanton, Clk., receives bids Apr. 29 for \$120,000 6% bonds.

Fla., Englewood—School—Englewood Dist. contemplates \$75,000 bond election. Address Sarasota County Board of Public Instruction, Sarasota.

Fla., Eustis—City Hall—City plans bond issue. Address City Clk.

Fla., Fort Lauderdale—Municipal Improvement—City, B. J. Horne, Mgr., receives bids May 11 for \$400,000 bonds; John W. Tidball, Mayor.

Fla., Marianna—Municipal Improvement—City, Claud Davis, Clk., receives bids Apr. 24 for \$100,000 bonds.

Fla., Milton—Courthouse—Santa Rosa County Commrs., J. E. Keen, Chmn., receives bids Apr. 27 for \$125,000 6% \$1000 denom. bonds.

Fla., Miami—Causeway—Dade County Commrs. plan selling \$675,000 bonds.

Fla., Ocala—Municipal Improvement—City votes May 4 on \$205,000 bonds: \$50,000, water works; \$60,000, sewage system; \$35,000, city hall; \$25,000, electric light and power lines; \$25,000, incinerator; \$15,000, streets, parks and grounds. Address City Clk.

Fla., Okeechobee—Road—Okeechobee County Commrs., C. E. Simmons, Clk., receives bids May 25 for \$160,000 6% bonds.

Fla., Palatka—Street Improvement Refunding—City, Chowning Cauthorn, Clk., receives bids Apr. 27 for \$371,000 6% \$1000 denom. bonds.\*

Fla., Pensacola—Improvement—City, J. E. Frenkel, Clk., receives bids Apr. 26 for \$360,000 5% gold bonds.\*

Fla., Perry—Road, Paving—Taylor County Commrs., James R. Jackson, Clk., receives bids May 3 for \$100,000 5% bonds.

Fla., Sarasota—School—City voted \$750,000 bonds; A. L. Joiner, Chmn., Board of Public Instruction.\*

Fla., Tampa—School—Hillsborough County Board of Public Instruction, W. D. F. Snipes, Sec., receives bids May 10 for \$45,000 6% \$1000 denom. Special Tax School Dist. No. 2 bonds.

Fla., Winter Park—Municipal Improvement—City, E. F. Bellows, Clk., plans selling \$425,000 bonds in 60 to 90 days.\*

Fla., Winter Park—School—Orange County Board of Public Instruction, James A. Knox, Chmn., Orlando, receives bids May 4 for \$200,000 5½% \$1000 denom. Special Tax School Dist. No. 4 bonds.

Ga., Montezuma—Municipal Improvement—City, Jule W. Felton, Mayor, receives bids Apr. 28 for \$50,000 5% \$1000 denom. bonds.

Ga., Savannah—Equipment—Savannah & Atlanta Ry. Co., J. W. McLeod, Ch. Engr., will issue \$500,000 7% bonds.

Ky., Cynthia—Road—Harrison County Commrs. may call election May 22 on \$150,000 bonds.\*

Ky., Bardwell—Road—Carlisle County Court authorized sale of \$300,000 bonds. Address County Commrs.

Ky., New Castle—Road—Henry County Commrs.\*

Ky., Russell—School—Russell Board of Education, Dr. E. W. Potter, Pres., will call election May 22 on \$26,000 bonds.

La., Baton Rouge—Street—East Baton Rouge Parish Police Jury will call election May 25 on \$22,000 bonds.

La., Franklin—Water Works and Electric Light Plant—City voted \$150,000 bonds; James A. Fourny and Henry A. Mentz, Engrs.

Md., Baltimore—Municipal Improvement—City, Frederick A. Dolfeld, Register, receives bids May 17 for \$18,822,000 4% bonds: \$4,204,000, serial 1936-1965, paving and bridge loan; \$5,500,000, second sewer serial 1936-1975 loan; \$700,000, second conduit serial 1936-1965 loan; \$594,000, municipal office building, serial 1936-1965 loan; \$505,000, Municipal Art Museum, serial 1936-1965 loan; \$2,844,000, second water-serial 1925-1964 loan; \$4,475,000, second schoolhouse, serial 1924-1948 loan.

Md., Centerville—Road—Queen Annes County Commrs., C. Edgar Smith, Clk., receives bids Apr. 27 for \$21,000 bonds.

Md., Salisbury—Lateral Roads—Wicomico County Commrs., Harry Dennis, Clk., receives bids May 4 for \$24,000 5% bonds.

Miss., Ellisville—Sewer—Board of Aldermen will call election on \$40,000 bonds. Address The Mayor.

Miss., Gulfport—Road, Bridge—Harrison County Board of Suprvs., Eustis McManus, Clk., plans bond election.

Miss., Purvis—School—Board of Suprvs., J. D. Sumrall, Clk., receives bids May 3 for \$18,000 6% Rocky Brnach Consolidated School Dist. Bonds.\*

Miss., Tupelo—School—Board of Aldermen will call election May 8 on \$125,000 bonds.

Miss., West Point—School—City voted \$100,000 bonds. Address The Mayor.\*

Mo., Humphreys—School—City voted \$15,000 bonds. Address Pres. Board of Trustees.

Mo., Nichols—School—City voted \$16,000 bonds. Address Pres. Board of Trustees.

Mo., Webster Groves—Municipal Improvement—City, R. L. Wilson, Clk., will call election May 15 on \$225,000 parks and parkways and \$65,000 city hall bonds.\*

N. C., Asheville—School—Johnson Dist. voted \$40,000 bonds. Address Pres. Board of Trustees.

N. C., Beaufort—Bridge—Carteret County Commrs. will call election May 11 on bonds.

N. C., Concord—Sewer—City, B. E. Harris, Clk., receives bids Apr. 26 for \$60,000 6% \$1000 denom. bonds.

N. C., Fayetteville—City, H. J. McBule, Clk., receives bids Apr. 26 for \$160,000 6% bonds: \$40,000, street; \$65,000, water works; \$10,000, sewer; \$20,000, electric light; \$12,000, bridge; \$13,000, fire fighting equipment.

N. C., Gastonia—School—Gaston County Commrs. voted \$110,000 bonds; Mt. Holly Graded School Dist. No. 4, River Bend Township, \$30,000; Dallas Graded School Dist. No. 1, Dallas Township, \$30,000; Belmont Graded School Dist. No. 2, South Point Township, \$50,000; L. E. Rankin, Clk., County Commrs.\*

N. C., Graham—Road—Alamance County Commrs. receive bids May 3 for \$100,000 bonds.

N. C., Greensboro—Municipal Improvement—City, E. G. Sherrill, Clk., receives bids Apr. 26 for \$1,500,000 4½% or 4% bonds: \$400,000, building; \$200,000, water; \$100,000, sanitary sewers; \$500,000, street; \$300,000, storm sewers.

N. C., Statesville—Municipal Improvement—City, John L. Milholland, Clk., receives bids Apr. 27 for \$175,000 6% bonds: \$90,000, water; \$60,000, sewer; \$25,000, electric light.

N. C., Wilson—Public Improvement—City, Theo. A. Hinnant, Clk., receives bids Apr. 26 for \$95,000 5½% bonds: \$55,000, fire house; \$10,000, fire fighting apparatus; \$30,000, sewer extension.

Okla., Bartlesville—Library Alterations—City plans \$20,000 bond election. Address City Clk.

Okla., Chandler—Water Works—City, J. P. Butler, Mgr., voted \$80,000 bonds; receives bids Apr. 27 for bonds.

S. C., Newberry—School—Board of Trustees will call election May 18 on \$250,000 bonds.

Tenn., Alcoa—School—City Commrs., A. B. Smith, City Recorder, receives bids Apr. 22 for \$70,000 5% \$1000 denom. bonds.

Tenn., Brownsville—School—Brownsville Independent School Dist. votes May 1 on \$100,000 bonds. Address Pres. Board of Trustees.

Tenn., Clarksville—Paving—W. B. Young, Recorder, plans \$27,000 bond issue; H. M. Cooley, Mayor.

Tenn., Erin—Road—Houston County Quarterly Court will call election May 5 on \$150,000 bonds.

Tenn., Gainesboro—School—Jackson County Court will call election June 17 on \$40,000 bonds.\*

Tenn., Greeneville—Road—Greene County voted \$15,000 bonds. Address County Commrs.

Tenn., Knoxville—Viaduct—City, John C. Borden, Director of Finance, receives bids Apr. 27 for \$250,000 4½% \$1000 denom. bonds.

Tenn., Madisonville—Bridge—Monroe County, C. A. Kennedy, County Judge, plans bond election.

Tenn., Newport—Road—Cocke County Commissioners will call election soon on \$36,000 bonds.

Tenn., Riverview, Chattanooga—Municipal Improvement—City voted \$38,000 bonds for sewers, water mains, fire plugs, lighting system, purchase of land. Address Hamilton County Election Comm., Chattanooga.\*

Tenn., Rogersville—Road—Hawkins County voted \$7500 bonds. Address County Commrs.

Tex., Batson—School—Batson Independent School Dist. voted \$75,000 bonds. Address Pres., Board of Trustees.

Tex., Beaumont—Drainage—Cameron County, Oscar C. Daney, County Judge, voted \$78,000 Drainage Dist. No. 6 bonds.\*

Tex., El Campo—Fire Station, City Hall—City voted \$12,000 bonds. Address City Clk.\*

Tex., Galveston—Road—Galveston County voted \$150,000 bonds; C. C. Washington, Engr.\*

Tex., Houston—Public Improvement—City, O. F. Holcombe, Mayor, plans \$5,000,000 bond issue; J. C. McVea, City Engr.

Tex., Idalou—School—Idalou Independent School Dist. may vote on \$40,000 bonds. Address Pres. Board of Trustees.

Tex., Irving—School—City voted \$20,000 bonds; Lee Brittan, Sec. Board of Education.

Tex., Marble Falls—School—Board of Education plans \$8500 bond election.

Tex., Roby—Indebtedness—City voted \$45,000 bonds. Address City Clk.

Tex., San Antonio—Harlandale School Dist. votes May 8 on \$110,000 bonds; H. H. Hutto, Supt. of Schools, 106 W. Huff Ave.

Tex., Texarkana—Schools—Independent School Dist. Board will call election May 18 on \$300,000 bonds.

Va., Independence—Road—Grayson County Board of Suprvs., T. E. Brannock, Clk., receives bids May 1 for \$90,000 6% bonds: \$60,000, Old Town Dist.; \$30,000, Providence, Elk Creek and Wilson Road Dists. bonds.

Va., Luray—Road—Page County Board of Suprvs., Grover C. Miller, Clk., receives bids Apr. 28 for \$200,000 4½% \$1000 denom. bonds.

Va., Norfolk—Bridge, Road—Norfolk County Board of Suprvs. plans selling \$250,000 bonds.

Va., Suffolk—Nansemond County Board of Suprvs. plans \$150,000 bond issues.

W. Va., Charleston—Road—Kanawha County defeated \$337,000 Jefferson Dist. bond issue; R. R. Barton, County Road Engr.\*

W. Va., Morgantown—Road—Monongalia County, Grant Dist., votes Apr. 24 on \$465,000 bonds. Address County Commrs.\*

## Bond Issues Sold

Ala., Birmingham—Public Improvement—City Comm., C. E. Armstrong, Comptroller, sold \$300,000 4½% bonds to Caldwell & Co., Nashville, Tenn., at premium of \$1220.\*

Ala., Marion—City sold \$16,000 bonds to I. B. Tigrett & Co., Jackson, Tenn., at 100.35.

Fla., Bradenton—School—Manatee County Board of Public Instruction sold \$20,000 6% Oneco Special Tax School Dist. No. 21 bonds to Prudden & Co., Toledo, Ohio, at \$96.40 and accrued interest.\*

(Continued on page 140)

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.



**Does Your Banking Connection**

meet all of your  
business requirements?

*Write us.*

*We invite your inspection of our modern,  
burglar-proof and fireproof Safety Deposit  
Vaults, which may be rented at small cost.*

**BALTIMORE COMMERCIAL BANK**

GWYNN CROWTHER, President

26 South Street, Baltimore, Md.

Capital and Surplus- \$1,000,000.00 Member Federal Reserve System

**W. P. HILTON**

Certified Public Accountant (Va.) Industrial Engineer

Suite 717, National Bank of Commerce Bldg.  
NORFOLK, VIRGINIA

INVESTIGATIONS FOR FINANCING PURPOSES  
COST SYSTEMS AND MANAGEMENT SURVEYS

Underwriters and Distributors of  
**Municipal and Corporation Bonds**  
**OTIS & CO.**

Established 1899

CLEVELAND

New York Chicago Detroit Cincinnati Denver  
Columbus Toledo Akron Colorado Springs

**FOURTH NATIONAL BANK**  
MACON, GA.

In close touch with all of Georgia, offers  
its aid to those interested in that State.

**MARYLAND TRUST COMPANY**  
BALTIMORE

Transacts a General Trust and Banking Business

Correspondence and interviews invited

CAPITAL, \$1,000,000

**The Oscar T. Smith Company**

Manufacturing Bank Stationers

407-9-11 E. SARATOGA STREET  
BALTIMORE, MD.

OSCAR T. SMITH  
President

**COTTON**

**C**OTTON, the most  
valuable farm prod-  
uct of the United States  
comes almost entirely  
from the South.

The financing of cotton  
in warehouse and for  
export is a major opera-  
tion for the nation's  
banks. The Bank of  
New York and Trust  
Company has for many  
years accepted bills  
against cotton warehouse  
receipts and purchased  
cotton export bills.

Southern bankers and  
cotton merchants will  
find us thoroughly ex-  
perienced in this class of  
business.

**Bank of New York & Trust Co.**

52 WALL STREET  
NEW YORK

Capital, Surplus and Undivided Profits  
over \$16,000,000

(Continued from page 138)

Fla., Maitland—Water Works—Town. E. T. Owen, Clk., sold \$40,000 6% bonds to Wright Warlow & Co., Orlando, at 95 and accrued interest.\*

Ga., Columbus—Road—Muscogee County Commrs., R. H. Barnes, Clk., sold \$600,000 4½% bonds at \$1,006.92 for each \$1000 bond, to Andrew Prather, Murrah Bldg., Columbus, Agent for Estabrook & Co., 24 Broad St., New York; J. H. Hillman & Co., Inc., 1902 Atlanta Trust Bldg.; Citizens & Southern Co., Broad and Marietta St.; Trust Co. of Georgia, and Robinson-Humphrey Co., 22 Marietta St., all Atlanta, etc.\*

Ky., Flemingsburg—Road—Fleming County, E. C. Rankin, Clk., sold \$100,000 4½% bonds to Peoples Bank, Farmers Bank, Deposit Bank, all Flemingsburg, and Ewing Deposit Bank of Ewing, at par and accrued interest.\*

Mo., Charleston—Municipal Improvement—City, E. Harold Smith, Clk., sold \$81,500 5% bonds to Federal Commerce Trust Co., Federal Reserve Bank Bldg., St. Louis, at \$104 and accrued interest.\*

Mo., Jefferson City—State Highway—State Highway Comm., C. Eugene Stevens, State Treas., sold \$7,500,000 4½% bonds to syndicate composed of Federal Commerce Trust Co., St. Louis, and Keane, Taylor & Co., George B. Gibbons & Co., Eldredge & Co., and Roosevelt & Son, all New York, at premium of \$81,742.\*

Mo., Webster Groves—Municipal Improvement—City, R. L. Wilson, Clk., sold \$175,000 4½% bonds to Mississippi Valley Trust Co., 204 N. Fourth St., St. Louis, at 101.32.\*

N. C., China Grove—Public Improvement—Town, W. L. Cooper, Clk., sold \$65,000 bonds to David Robinson & Co., Toledo, Ohio, at premium of \$1725.\*

N. C., Laurinburg—Road, Bridge—Scotland County Commrs., C. E. Muse, Clk., sold \$40,000 \$1000 denom. bonds to State Bank of Laurinburg at premium of \$7107.\*

N. C., West Hickory—Water Works—Town, Z. O. Lail, Clk., sold \$10,000 6% bonds to Well, Roth & Irving Co., 10 S. LaSalle St., Cincinnati, Ohio, at premium of \$400.\*

Okla., Perry—Road—Noble County Commrs., Charles Swindall, Judge, sold \$900,000

bonds to R. J. Edwards, Inc., First National Bank Bldg., Oklahoma City, at \$13,500 premium and accrued interest.\*

S. C., Newberry—Paving—City sold \$67,500 5½% bonds to South Carolina National Bank, Charleston.

Tex., El Campo—Municipal Improvement—City sold to Drake-Jones Co., Minneapolis, Minn., \$60,000 sewer bonds at par, accrued interest and premium of \$2216; \$12,000 city hall, fire station bonds at premium.\*

Tex., Lisbon—Water Works—City sold \$65,000 5% bonds to Garrett & Co., Magnolia Bldg., Dallas, at premium of \$2222.\*

Tex., Texarkana—Street Improvement—City, W. H. James, Sec., sold \$200,000 4¾% bonds to H. C. Burt & Co., Austin, at 97.30 and accrued interest.\*

Va., Staunton—City, W. F. Day, Mgr., sold \$240,000 4¾% bonds to Braun, Bosworth & Co., Toledo, Ohio, and Detroit Trust Co., Detroit, Mich., at \$245.141 and accrued interest.\*

### Building and Loan Associations

Md., Baltimore—Lincoln Johnson Building & Loan Assn., Inc., 308 Myrtle Ave., capital \$39,000, incorporated; Samuel Davis.

Mo., Parma—Parma Building & Loan Assn., capital \$60,000, incorporated; F. B. Gale, R. C. Allen.

Okla., Frederick—Frederick Building & Loan Assn., capital \$275,000, incorporated; J. A. Mentis, Pres.

Tex., Athens—Athens Building & Loan Assn., capital \$250,000, incorporated; W. G. Crumpler, A. S. Underwood.

### New Financial Corporations

Ark., Tuckerman—First National Bank, capital \$30,000, chartered; James Graham, Pres.; Chas. E. Smith, Cashier; succeeds Citizens Bank of Tuckerman.

D. C., Washington—Federal-American National Bank, John Poole, Pres., 1315 F St. N. W., increased capital to \$1,600,000.

Fla., Coral Gables—Coral Gables Finance Co., capital \$1,000,000, organized; Wm. R. Gilbert, Pres.; George S. Blanchard, Sec.

Fla., St. Petersburg—Bankers Investment

Co., incorporated; Volney B. Leonard, Pres., 528 Central Ave.; supplants Leonard Realty Co.

Fla., St. Petersburg—St. Petersburg Securities Corp., \$100,000 capital, organized; R. J. McCausland; acquired mortgage loan business of W. B. Horne, Inc.

Md., Baltimore—Oliver Loan Society, Inc., 331 Calvert Bldg., incorporated; Walter F. Oliver, Jr.

Mo., Malden—Bank of Malden, capital \$50,000, organized; Sam C. Downing, C. L. Schaaff, interested.

Mo., St. Louis—Boatmen's National Bank of St. Louis, capital \$2,000,000; Julius Reinhold, Pres., Boatmen's Bank Bldg.; conversion of Boatmen's Bank of St. Louis.

Mo., St. Louis—Adair Realty & Mortgage Co., Inc., capital \$25,000, incorporated; C. L. Kauffman, 1101 Boatmen's Bank Bldg.

Mo., Spickard—Farmers and Merchants Bank, J. R. Austin, Pres., and People's State Bank, Michael Wolz, Pres., consolidated as People's State Bank, with resources of about \$300,000; C. B. Shartzler, Cashier.

N. C., Hendersonville—Southern Mortgage Corp., capital \$100,000, incorporated; P. L. Wright, Druid Hills.

Okla., Oklahoma City—J. E. Moore, 1439 W. 39th St.; J. S. Hoffman, Fidelity Natl. Bank Bldg., and others purchased Capitol Hill Bank; changed name to Capital State Bank, 2422 S. Robinson Ave.; J. E. Moore, Pres.

S. C., Columbia—Southern Securities Corp. of Columbia, chartered; Jesse T. Reese, Pres. Treas., Loan & Exchange Bank Bldg.

Tenn., Nashville—Southern States Investment Co., chartered; Ivo A. Burton, 117 30th Ave. S.

Tex., Dallas—Rio Grande Securities Co. incorporated; S. N. Baker, B. T. Knight.

Tex., Dallas—State Trust & Savings Bank of Dallas, capital \$100,000, organized; John W. Hooser, Pres., Thomase Bldg.; succeeds State Bank & Trust Co.

Tex., Houston—State Investment Co., capital \$50,000, incorporated; A. C. Bayless, First National Bank Bldg.

Tex., Whitney—Boesch Loan Co., capital \$12,500, incorporated; F. J. and Gus Boesch.

## JOHN NUVEEN & CO.

First National Bank Building

CHICAGO

We purchase SCHOOL, COUNTY and MUNICIPAL BONDS. Southern Municipal Bonds a Specialty.

Write us if you have bonds for sale

## Wright, Warlow & Co.

### Municipal and Corporation Bonds

Specializing in the preparation of legal proceedings for municipal bond issues

Tampa Fifth Floor State Bank Bldg. ORLANDO FLORIDA St. Petersburg

### HAVE YOU BONDS FOR SALE?

WE BUY ALL CLASSES OF MUNICIPAL BONDS, INCLUDING CITY, COUNTY, SCHOOL, PAVING, ROAD AND DRAINAGE

*The Hanchett Bond Co. Inc.*

39 SOUTH LA SALLE ST., CHICAGO

### REAL ESTATE MORTGAGE BONDS

We are interested in the purchase of first mortgage bond issues covering business property, hotels, apartment houses, etc., in amounts of \$50,000 and upwards. Entire issues city, county and district bonds purchased.

### MARX AND CO.

Brown-Marx Bldg.

Birmingham, Ala.

### We Buy and Sell

MUNICIPAL BONDS AND NOTES  
CORPORATE PREFERRED  
STOCK and BOND ISSUES

See Us on Southern Financing

R. S. DICKSON & CO., Gastonia, N. C.  
New York Greenville, S. C. Goldsboro, N. C.

### WE BUY MUNICIPAL BONDS

We are interested in the purchase of Southern Municipals including road, school, county, drainage and levee bonds.

### M. W. ELKINS & CO.

Southern Trust Bldg.

Little Rock, Ark.

## We Buy Bonds

City, County, School and Road from  
Municipalities and Contractors

WRITE

THE PROVIDENT SAVINGS BANK & TRUST CO.  
CINCINNATI OHIO

## Municipal Bonds

Inquiries invited from municipalities and contractors. We buy city, county, district, school, road, lighting, water works and other municipal issues.

### A.C. ALLYN AND COMPANY

67 W. Monroe St., Chicago, Ill.

New York Boston Philadelphia Milwaukee Minneapolis San Francisco



All of this stock having been subscribed for, this advertisement appears as a matter of record only.

April, 1926.

**\$6,000,000**

## Continental Gin Company, Inc.

(Incorporated in the State of Delaware)

### Seven Per Cent. Cumulative Convertible Preferred Stock

(Preferred as to Assets and Dividends)

**Dividends Payable Quarterly from April 1st, 1926**

Redeemable in whole or in part at \$105 per share and accrued dividends at any time, upon 60 days notice.  
Convertible at holder's option at any time up to 30 days before any date fixed for redemption, share for share, into Common Stock during the period of five years from April 1, 1926, and during an additional period of five years, at \$150 per share for the Common Stock and \$100 per share for the Preferred Stock.

#### Capitalization

	To be presently authorized	To be presently outstanding
Seven Per Cent Cumulative Convertible Preferred Stock (Par Value \$100 per share)....	\$10,000,000	\$6,000,000
Dividends payable quarterly, cumulative from April 1, 1926.		
Common Stock (No par value).....	*250,000 shares	100,000 shares

\*Including 100,000 shares reserved for conversion of Convertible Preferred Stock.

TRUST COMPANY OF GEORGIA, Atlanta, TRANSFER AGENT.  
THE CHASE NATIONAL BANK, New York, TRANSFER AGENT.  
THE ATLANTA & LOWRY NATIONAL BANK, Atlanta, REGISTRAR.  
GUARANTY TRUST COMPANY, New York, REGISTRAR.

Application will be made to list both the Preferred and Common Stocks on the New York Stock Exchange.

Mr. Thomas Elliott, President of Continental Gin Company, Inc., has summarized his letter regarding this issue as follows:

#### History

The business of the Continental Gin Company, Inc., is now nearly one hundred years old, the Company having been organized December 1, 1899, with a capital of \$2,000,000, as a consolidation of five concerns, the oldest of which was organized in 1833, and the next oldest in 1836. All of the properties merged were successfully operated prior to the organization of the present Company, which has made money in nearly every year, and the larger part of its present net worth, which is in excess of \$10,000,000 was accumulated out of net profits.

Cash dividends have been paid on the stock of the Continental Gin Company, Inc., each year continuously for 25 years, the aggregate amount being \$7,050,000.

Ninety-three years ago, when the first plant of this Company was built, the production of cotton in the United States was about 1,000,000 bales. In 1925, the American yield was 16,103,586 bales, and the world production was nearly 28,000,000 bales, of which it is estimated 10,000,000 bales passed through machinery manufactured by this Company.

#### Business

The products of the Company consist of cotton gins, cotton presses, conveying machinery and all appliances necessary for the ginning and handling of cotton; also steam and internal combustion engines.

The Company's products have long been regarded as standard, both in this Country and abroad, and the Continental Gin Company manufactures more than 51% of all the cotton gins sold throughout the World.

The ginning of cotton is the first process employed after it leaves the fields, and is necessary for its transportation and manufacture.

#### Plants

These are located in Atlanta, Ga., Birmingham, Ala., Dallas, Texas, Prattville, Ala., and Memphis, Tenn., the Birmingham Plant having been designed and completed in 1925, by the H. K. Ferguson Company, at a cost of more than \$2,000,000. All of these properties have been maintained in a state of high efficiency and the plants are well located strategically to serve the principal customers of the Company. Appraised by the H. K. Ferguson Company, of Cleveland, Ohio, as of March, 1926, at \$4,581,990, after depreciation.

#### Operating Policies

It is the intention of the management to pursue the same conservative policies which have been followed by the present Company and its predecessors for nearly a century. Attention is directed to the personnel of the Officers and Board of Directors.

#### Sinking Fund

Beginning October 1, 1927, the Company agrees to retire not less than 1000 shares of the Preferred Stock, each six months. This Sinking Fund is cumulative and the Stock held therein is kept alive, thus increasing the amount of stock which is retired each year. The Sinking Fund is calculated to retire all of the Preferred Stock to be presently outstanding, within a period of approximately eighteen years.

#### Earnings and Balance Sheet

For three years ended November 30, 1925, average annual net earnings, after Federal Taxes and depreciation, were \$1,205,538.84, or nearly three times average dividend requirements on this Preferred Stock.

For the year ended November 30, 1925, net earnings as above, were \$1,681,913.15, or more than four times Preferred dividend requirements.

Total tangible assets are \$10,423,213.76.

Current assets of \$5,841,222.76 compare with current liabilities of \$397,206.10, or a ratio of nearly 14 to 1.

Credit losses are negligible, as when machinery is sold on time, a purchase money lien is held until payment is completed.

The patterns and patents owned by the Company, which are of large value, are not carried as an asset on the books.

#### Price: \$100 Per Share and Accrued Dividend

We are offering for subscription, approximately \$3,000,000.00 of this stock, being the unsold portion of the issue presently outstanding. The \$3,000,000.00 of stock disposed of was taken by interests long associated with the Continental Gin Company, Inc.

This offering is made in all respects, when, as and if issued and accepted by us and subject to the approval of our counsel. We reserve the right to reject any and all subscriptions in whole or in part, to allot less than the amount applied for, and to close the subscription books at any time without notice.

It is expected that delivery of temporary stock certificates or interim receipts (exchangeable for definite stock certificates when prepared) will be made on or about April 17, 1926, at the office of Trust Company of Georgia, Atlanta, Ga., against payment therefor.

In the opinion of Messrs. Anderson, Rountree and Crenshaw, of Atlanta, the stocks of this company will be tax free in Georgia, when the Company is domesticated under the laws of the State, and application to do this will be made by the Company forthwith.

All legal proceedings relating to the issue of this Stock have been had under the direction of Messrs. Anderson, Rountree and Crenshaw.

## TRUST COMPANY OF GEORGIA

ATLANTA, GEORGIA

The information contained in this advertisement has been obtained from sources regarded as reliable but not guaranteed by us.

# Excerpts from the Seventy-Fifth Annual Report of Louisville & Nashville Railroad Company

## Year Ended December 31, 1925

TABLE No. 1  
INCOME ACCOUNT

<b>RAILWAY OPERATING INCOME:</b>	
Railway Operating Revenues.....	\$142,244,307.02
Railway Operating Expenses, 76.21 per cent.....	108,402,256.23
Net Revenue from Railway Operations, 23.79 per cent.....	\$3,842,050.79
Railway Tax Accruals.....	\$7,049,363.35
Uncollectible Railway Revenues.....	32,568.55
Total Operating Income.....	7,081,931.90
<b>NON-OPERATING INCOME:</b>	
Equipment Rents—	
Hire of Freight Cars—Credit Balance \$662,069.21	
Rent from Locomotives.....	62,324.87
Rent from Passenger-Train Cars.....	139,262.68
Rent from Work Equipment.....	21,644.13
Joint Facility Rent Income.....	845,340.89
Income from Lease of Road—	313,496.23
Clarksville & Princeton Branch.....	
Paducah & Memphis Division.....	\$12,039.70
Marbleton Branch.....	206,506.20
Miscellaneous Rent Income.....	2,000.00
Miscellaneous Non-operating Physical Property.....	220,545.90
Dividend Income—	85,067.69
Chicago, Indianapolis & Louisville Railway Stock 322,640.50	
Nashville, Chattanooga & St. Louis Railway Stock 803,887.00	
Sundry Stocks.....	160,956.91
From stocks held under Georgia Railroad Lease..	332,049.77
Income from Funded Securities—	620.00
Sundry bonds and notes maturing more than two years after date.....	332,669.77
From bonds held under Georgia Railroad Lease..	
Total Non-Operating Income.....	1,442,270.75
<b>GRAND TOTAL.....</b>	<b>\$512,966,754.50</b>

Income from Unfunded Securities and Accounts.....	951,176.64
Income from Sinking Funds.....	20,433.75
Miscellaneous Income.....	6,383.22
Total Non-Operating Income.....	3,219,504.63
<b>GROSS INCOME.....</b>	<b>4,418,341.75</b>
<b>DEDUCTIONS FROM GROSS INCOME:</b>	
Equipment Rents—	
Rent for Locomotives.....	89,055.27
Rent for Passenger-Train Cars.....	270,525.00
Rent for Work Equipment.....	7,293.07
Joint Facility Rents.....	366,873.43
Rent for Leased Roads—	653,463.87
Nashville & Decatur Railroad.....	
Rents of other roads.....	134,867.49
Miscellaneous Rents.....	60,035.05
Miscellaneous Tax Accruals.....	194,902.54
Interest on Funded Debt.....	33,067.14
Interest on Unfunded Debt.....	20,214.91
Miscellaneous Income Charges—	11,155,142.59
Accrued premiums on bonds drawn for Sinking Fund.....	18,694.95
U. S. Income Tax paid on Interest on Tax-Exempt Bonds.....	
Fees and Expenses paid Mortgage Trustees, etc....	27,204.60
Total Deductions from Gross Income.....	5,485.75
Net Income.....	35,390.35
<b>DISPOSITION OF NET INCOME:</b>	<b>11,457,412.48</b>
Income applied to Sinking Funds.....	12,477,749.78
Miscellaneous Appropriations of Income.....	18,700,710.86
Total Appropriations.....	132,303.07
Income Balance Transferred to Credit of Profit and Loss.....	\$18,569,407.79

TABLE NO. III  
GENERAL BALANCE SHEET  
Assets

<b>INVESTMENTS:</b>	
Investment in Road and Equipment—	
Road.....	\$267,779,491.10
Equipment.....	132,477,986.33
(Table VI).....	\$400,257,477.43
Improvements on Leased Railway Property (Table VI).....	2,058,328.32
Sinking Funds—	
Total Book Assets.....	2,524,858.91
Bonds, this Company's Issue (Table V).....	2,051,000.00
Deposits in Lieu of Mortgaged Property Sold.....	473,858.91
Miscellaneous Physical Property.....	305,494.39
Investments in Affiliated Companies—	5,066,469.26
(a) Stocks (Table V).....	19,030,673.04
(b) Bonds (Table V).....	2,456,519.15
(c) Notes.....	1,267,632.95
(d) Advances.....	2,105,520.58
Other Investments—	21,860,345.72
(a) Stocks (Table V).....	3,203,059.07
(b) Bonds (Table V).....	4,657,877.27
(c) Notes.....	32,828.92
CURRENT ASSETS:	6,893,765.26
Cash.....	24,783,662.89
Time Drafts and Deposits.....	10,427,435.57
Special Deposits—	
Total Book Assets.....	622,229.50
Bonds, this Company's Issue (Table V).....	500,000.00
Stock (Table V).....	\$5.00
Cash.....	122,224.50
Loans and Bills receivable.....	122,229.50
Traffic and Car Service Balances Receivable.....	25,128.89
Net Balance Receivable from Agents and Conductors.....	4,236,213.35
Miscellaneous Accounts Receivable.....	1,060,331.33
Material and Supplies.....	2,988,229.17
Interest and Dividends Receivable.....	14,584,379.42
Rents Receivable.....	485,928.98
Other Current Assets.....	74,855.25
DEFERRED ASSETS:	372,929.72
Working Fund Advances.....	59,160,426.07
Other Deferred Assets—	
Southern Railway Company's Proportion of Bonds Issued Jointly.....	39,671.14
Other accounts.....	5,913,500.00
UNADJUSTED DEBITS:	1,237,145.89
Other Unadjusted Debits.....	7,150,645.89
Securities Issued or Assumed—Unpledged (Table V).....	7,190,317.03
Securities Issued or Assumed—Pledged (Table V).....	1,760,272.11
CONTINGENT ASSETS:	6,564,500.00
L. & N. Terminal Co. Fifty-year 4 per cent Gold Bonds outstanding, endorsed by Louisville & Nashville Railroad Company and Nashville, Chattanooga & St. Louis Railway.....	18,329,000.00
Memphis Union Station Company First Mortgage 5 per cent Gold Bonds, guaranteed by the Louisville & Nashville Railroad Company and other interested Railroad Companies.....	2,500,000.00
<b>GRAND TOTAL.....</b>	<b>\$512,966,754.50</b>

TABLE NO. III  
GENERAL BALANCE SHEET  
Liabilities

<b>STOCKS:</b>	
Capital Stock—	
Full shares outstanding.....	\$116,855,700.00
Fractional shares outstanding.....	720.00
Original stock and subsequent stock dividends unissued.....	143,580.00
Premium on Capital Stock.....	\$117,000,000.00
GOVERNMENTAL GRANTS:	12,116.76
Grants in Aid of Construction.....	\$117,012,116.76
LONG TERM DEBT:	29,197.23
Funded Debt—Unmatured—	
Book Liability.....	265,287,335.00
Held by or for this Company (Table V).....	
In Treasury.....	6,564,500.00
In Sinking Funds.....	2,051,000.00
Deposited as Collateral.....	18,329,000.00
Special Deposit.....	500,000.00
Actually outstanding (Table IV).....	27,444,500.00
Liability of Southern Railway Company for Bonds Issued Jointly with this Company.....	237,842,835.00
Non-negotiable Debt to Affiliated Companies—Open Accounts.....	5,913,500.00
CURRENT LIABILITIES:	243,756,335.00
Traffic and Car Service Balances Payable.....	8,395.00
Audited Accounts and Wages Payable.....	213,754,730.00
Miscellaneous Accounts Payable.....	918,083.28
Interest Matured Unpaid.....	9,478,856.92
Dividends Matured Unpaid.....	880,115.55
Funded Debt Matured Unpaid (Table IV).....	1,339,299.00
Unmatured Dividends Declared.....	169,095.50
Unmatured Interest Accrued.....	18,000.00
Unmatured Rents Accrued.....	3,510,000.00
Other Current Liabilities.....	1,987,347.08
DEFERRED LIABILITIES:	11,159.57
Other Deferred Liabilities.....	530,378.92
UNADJUSTED CREDITS:	19,142,335.82
Tax Liability.....	154,340.56
Accrued Depreciation—Road.....	4,524,142.74
Accrued Depreciation—Equipment.....	13,906,788.68
Accrued Depreciation—Miscellaneous Physical Property.....	38,700,150.13
Other Unadjusted Credits.....	533,016.75
CORPORATE SURPLUS:	6,252,815.07
Additions to Property through Income and Surplus.....	63,916,913.37
Sinking Fund Reserves.....	2,636,164.44
Appropriated Surplus not Specifically Invested... ..	1,450,326.78
Total Appropriated Surplus.....	416,693.59
Profit and Loss—Balance.....	4,503,184.85
CONTINGENT LIABILITIES:	59,143,935.91
L. & N. Terminal Co. Fifty-year 4 per cent Gold Bonds outstanding, endorsed by Louisville & Nashville Railroad Company and Nashville, Chattanooga & St. Louis Railway.....	63,647,120.76
Memphis Union Station Company First Mortgage 5 per cent Gold Bonds, guaranteed by the Louisville & Nashville Railroad Company and other interested Railroad Companies.....	2,500,000.00
<b>GRAND TOTAL.....</b>	<b>\$512,966,754.50</b>



EXCERPTS FROM THE  
THIRTY-SECOND ANNUAL REPORT  
—OF—  
**SOUTHERN RAILWAY COMPANY**  
Year Ended December 31, 1925

Richmond, Va., March 13, 1926.

*To the Stockholders of Southern Railway Company:*

The Board of Directors submits the following report of the affairs of the Company for the year ended December 31, 1925:

#### THE INCOME ACCOUNT.

The year was one of sound prosperity for the entire South, a prosperity contributed to and shared by Southern Railway Company. The balance of the Company's income over fixed charges amounted to \$22,579,172, equivalent to 16.31% on the common stock after providing for the dividend on the preferred stock, compared with \$17,769,140, equivalent, after preferred dividend, to 12.30% on the common stock, in the preceding year. The gross operating revenue amounted to \$149,313,892 in 1925, compared with \$142,486,514 in 1924, an increase of \$6,827,378, or 4.79%. Operating expenses increased \$1,137,277, or 1.11%. The ratio of operating expenses to gross revenue was 69.53%, compared with 72.06% in the preceding year. The net income from operation remaining after the payment of operating expenses, taxes and equipment and joint facility rentals was \$35,086,021, or 15.25% in excess of the corresponding figure for 1924.

Dividends were paid during the year at the rate of 5% on both classes of stock. On December 10, 1925, the dividend rate on the common stock was raised to 7% through the declaration of a quarterly dividend of 1 3/4% payable on February 1, 1926.

#### THE BALANCE SHEET.

The balance sheet (Table 3) is wholesome. The current assets, consisting of cash, United States Government securities, accounts receivable and materials, on December 31, 1925, were \$9,964,836 in excess of the year before, while current liabilities were \$1,682,063 less, resulting in a net increase of \$11,646,899 in working capital. Again, without increasing the outstanding capital securities, there was a substantial increase in the investment account, while capital liabilities declined \$3,646,200 by reason of the retirement of equipment trust obligations.

#### OPERATING REVENUE.

##### *Freight.*

The gross revenue on freight traffic in 1925 amounted to \$106,776,762, compared with \$99,842,143 in 1924, an increase of \$6,934,619, or 6.95%.

The volume of revenue freight traffic was the heaviest in the Company's history, being the equivalent of moving 8,274 million tons a distance of one mile, compared with 7,585 million tons in 1924 and the previous record of 8,230 million tons attained in 1920.

The average revenue per ton per mile in 1925 was 1.291c, compared with 1.316c in 1924. A comparison with the corresponding figure of 1921 provides a measure of the reductions in freight charges which have accrued to shippers since the post Federal control high level. The average revenue per ton per mile on the Southern in that year was 1.531c. Last year's average of 1.291c is a reduction of 15.68%. While this average ton-mile revenue is influenced by character of traffic and distance hauled as well as by changes in rates, nevertheless it is a substantially accurate unit of comparison, and in this case indicates that the total freight charges paid to the Southern for carrying the 1925 traffic were nearly twenty million dollars less than they would have been had the average ton-mile charge of 1921 obtained in 1925.

##### *Passenger.*

The gross revenue on passenger traffic in 1925 amounted to \$30,951,806, compared with \$31,083,146 in 1924, a decrease of \$131,340, or less than one-half of 1%. The comparative improvement in passenger business was progressive through the year, the revenue from this source during the first eight months having been below the 1924 level but above that level

during the remaining four months. The tendency toward expansion of long-distance travel and contraction of local travel continued, the division in this respect of passenger revenue being shown in the following figures:

	1925	1924	Increase	Decrease
Revenue from through traffic	\$15,518,351	\$13,631,225	\$1,887,126	...
Revenue from local traffic...	15,433,455	17,451,921	...	\$2,018,466

#### OPERATING EXPENSES.

In its earlier days the Southern was unable to reap the full benefits of high-tide business. Traffic expansion meant overtaxed facilities, high operating costs and poor net results. By the persistent investment of accumulated income and of such new capital as could be secured, the physical plant has been steadily improved until the Southern has today a transportation machine which, while still far from complete, is capable of being operated to serve the South efficiently, at fair rates, and with net results which promise to assure a fair return to the stockholders. The following statistics have been selected to illustrate the current progress in these respects, the comparison being with 1923, a year of gross revenues substantially equal to 1925:

The net charge against the Southern for hire of equipment in 1925 was \$151,464, compared with \$2,042,237 in 1923, a decrease of 93%.

The transportation expense per dollar of revenue in 1925 was 33.38c, compared with 36.32c in 1923, a decrease of 8%.

The average weight of freight trains in 1925 was 1,237 tons, compared with 1,138 tons in 1923, an increase of 9%.

The number of gross ton-miles per freight train hour in 1925 was 16,310, compared with 14,050 in 1923, an increase of 16%.

Freight train transportation expense per thousand gross ton-miles in 1925 was 65.08c, compared with 83.17c in 1923, a decrease of 22%.

The number of pounds of coal consumed in freight train locomotives per thousand gross ton-miles in 1925 was 190, compared with 229 in 1923, a decrease of 17%.

The number of pounds of coal consumed in passenger train locomotives per passenger car mile in 1925 was 17.2, compared with 20.2 in 1923, a decrease of 15%.

The average cost of repairs to locomotives per mile run in 1925 was 22.77c, compared with 26.50c in 1923, a decrease of 14%. The average cost of repairing a freight car in 1925 per freight car mile was 1.23c, compared with 1.62c in 1923, a reduction of 24%. The average cost of repairs to passenger train cars in 1925 per passenger car mile was 1.55c, compared with 1.88c in 1923, a reduction of 18%.

Had these average unit costs of repairing equipment been as high in 1925 as they were in 1923, the expense account of 1925 would have been charged with \$4,660,000 more than the sum with which it actually was charged for this purpose. The proportion of "bad order" cars and locomotives to the total number owned was substantially the same at the end of 1925 as at the end of 1923.

With all appreciation of the high morale of the organization, rank and file, these results could not have been secured without improvement of the plant.

##### *Taxes.*

The tax bill of the Southern for 1925 was \$9,441,565, an increase of \$1,738,866, or 22.57%, over 1924. Federal and state income taxes accounted for \$3,148,764 of the total and

for \$1,152,435 of the increase, while property assessments accounted for \$6,292,801 of the total and for \$586,431 of the increase. The following figures illustrate the cumulative tendency of this account:

	Taxes Paid	Increase Over 1921	Per Dollar of Revenue
1921.....	\$4,582,293	..	3.6c
1922.....	5,763,689	26%	4.5c
1923.....	6,994,407	53%	4.6c
1924.....	7,702,699	68%	5.4c
1925.....	9,441,565	106%	6.3c

#### ADDITIONS TO THE PROPERTY.

##### Road and Structures.

Among the important new facilities completed and placed in operation during the year the following are worthy of special mention:

The seventeen-mile low-grade cut-off line between Bulls Gap and Leadvale, Tenn., over which coal from the Virginia fields is moving toward the Asheville gateway in trains carrying twice the tonnage which could be moved over the old nine-mile longer route through Morristown.

The John Sevier yard, five miles east of Knoxville, Tenn., with 46 miles of tracks and a present capacity of 2,929 cars, together with modern engine terminal and package freight transfer facilities.

The Knoxville cut-off line connecting the Harriman Junction and Middlesboro lines north and west of Knoxville with the John Sevier yard, saving 7.72 miles of haul on through freight traffic to and from the Middlesboro line, 2.78 miles on through freight traffic to and from the Chattanooga line and .40 of a mile on through freight to and from the Harriman Junction line. This traffic now moves around the City of Knoxville instead of through the congested city district as formerly.

The Spartanburg belt line which permits the movement around the City of Spartanburg, S. C., of through freight traffic which formerly had to cross busy city streets.

A new locomotive repair shop, engine terminal and coach yard at Atlanta, Ga.

A substantial expansion of the yard and engine terminal facilities at Asheville, N. C.

##### Rolling Stock.

Sixty-one new locomotives, 2,750 new freight cars and 50 new passenger train cars have been contracted for since the beginning of 1926. The cost of this equipment was \$8,622,000, which will be paid partly from current treasury funds and the remainder from the proceeds of sale of \$6,900,000 Series "AA" 4½% equipment trust certificates dated April 1, 1926, payable in thirty equal semi-annual installments.

#### INDUSTRIAL AND AGRICULTURAL DEVELOPMENT.

Two hundred and sixty new traffic-producing industries were established last year on Southern Railway System lines. Two hundred and thirty additional industrial establishments were enlarged. The outlook is favorable for a continuation of this expansion during the coming year. Many important projects are under way or in contemplation, among which may be mentioned plans for a substantial increase in the steel-making capacity of the furnaces in the Birmingham district, and the production on a large scale of rayon, which is now used extensively in the South's textile factories.

The growth in manufacturing activities in the South has not been at the expense of agricultural progress. That field and orchard have kept abreast of the increasing demands of both home and distant markets may be seen from the following comparison of the volume handled by the Southern of certain commodities which reflect the activities of the farm:

	1925 Tons	1905 Tons	Increase Per Cent
Grain, grain products and hay	1,995,000	1,191,000	68
Cotton	745,000	595,000	25
Fruits and vegetables	673,000	227,000	196
Livestock	177,000	119,000	49
Tobacco (unmanufactured)	286,000	99,000	189
Agricultural implements	138,000	59,000	134
Fertilizers	1,336,000	744,000	*80

Attention is invited to the chart accompanying this report, upon which are indicated the central power plants, both hydro-electric and steam; the transmission lines, the coal areas and the power-using textile machinery in the territory served by the Southern. With this chart may be read profi-

ably the following stimulating but just portrayal of economic conditions in the South today, which we have permission to quote from the February, 1926, business review of The American Exchange-Pacific National Bank, New York:

"The magic wand of hard work is rapidly building an empire within an empire in the South. Industry is taking its place alongside agriculture, thus rounding out an economic structure that has few equals in the world. To the visitor able to look at the new South against the background of the old, the changes that have taken place seem actually to have been wrought by magic. But the magic has been the magic of hard work applied to natural resources such as are vouchsafed to few peoples. There is hardly an enterprise known to modern industry that is not represented in the great workshop of the new South. The growth of the textile industry in the cotton states has been well advertised, but there are iron and steel mills, chemical plants, machine shops, furniture factories; there is mining—copper, iron, coal, phosphate, aluminum; there are oil wells, building stone and marble quarries; there are shipyards, lumbering, automobile and clothing factories; in fact, there is hardly a known product that is not to be had straight from the mill at some place in the South. But, with all this industrial development, the South is still predominantly agricultural. Its cotton fields, its peanuts, its potatoes, its fruits, its wheat and corn, its cattle and its forage make the South the land of the truly blessed. \* \* \* Water-power development has reached an advanced stage, many of the huge industries in Tennessee, the Carolinas, Georgia and Alabama being driven by power developed on the mountain streams which tumble over the Appalachians and the Cumberlands. Superpower is an old story in the South. For several years leading cities have drawn their light and power from systems which connect them all in a single chain. Cheap power, ample resources and an abundance of enterprise and muscular energy are the factors that are rejuvenating the South, bringing it back to the place of dominance which it once occupied. \* \* \* Real wealth consists of natural resources and the tools for utilizing them. The South has this kind of wealth and it is evident to the observer that its development has just begun."

To all officers and employees who have faithfully and efficiently performed their duties the thanks of the Board of Directors again are tendered.

Respectfully submitted, by order of the Board,

FAIRFAX HARRISON,  
President.

Table 1.—INCOME STATEMENT.

	1925	1924
<b>OPERATING REVENUES:</b>		
Freight .....	\$106,776,762.61	\$99,842,143.47
Passenger .....	30,951,806.32	31,083,146.48
Miscellaneous Passenger-Train...	1,091,360.87	1,139,977.74
Mail .....	3,514,728.55	3,361,070.45
Express .....	2,596,008.71	2,616,730.50
Other Transportation.....	1,353,662.60	1,355,965.41
Incidental .....	2,306,593.31	2,239,477.33
Joint Facility.....	922,968.95	848,003.01
<b>TOTAL OPERATING REVENUES...</b>	<b>\$149,313,891.92</b>	<b>\$142,486,514.39</b>
<b>OPERATING EXPENSES:</b>		
Maintenance of Way and Structures .....	\$20,437,949.53	\$19,556,826.06
Maintenance of Equipment.....	25,702,133.58	25,511,591.11
Traffic .....	2,907,511.17	2,703,532.03
Transportation .....	49,848,796.12	50,056,191.50
Miscellaneous Operations.....	1,172,412.81	1,045,479.05
General .....	3,871,137.59	3,888,813.24
Transportation for Investment—Credit .....	127,988.92	87,758.57
<b>TOTAL OPERATING EXPENSES...</b>	<b>\$103,811,951.88</b>	<b>\$102,674,674.42</b>
<b>NET REVENUE FROM OPERATIONS...</b>	<b>\$45,501,940.04</b>	<b>\$39,811,839.97</b>
<b>TAXES .....</b>	<b>\$9,441,564.98</b>	<b>\$7,702,699.01</b>
UNCOLLECTIBLE REVENUES.....	48,679.39	49,405.59
HIRE OF EQUIPMENT.....	151,464.37	748,542.46
JOINT FACILITY RENTS.....	774,209.90	868,473.09
<b>TOTAL OTHER EXPENSES.....</b>	<b>\$10,415,918.64</b>	<b>\$9,369,120.15</b>
<b>OPERATING INCOME.....</b>	<b>\$35,086,021.40</b>	<b>\$30,442,719.82</b>



## NON-OPERATING INCOME:

Income from Lease of Road.....	\$64,607.74	\$64,003.33
Miscellaneous Rent Income.....	279,311.55	282,753.97
Miscellaneous Non-Operating Physical Property.....	157,691.21	102,044.87
Dividend Income.....	2,143,277.00	1,747,377.42
Income from Funded Securities..	1,846,102.01	1,370,865.83
Income from Unfunded Securities and Accounts.....	776,281.92	1,269,023.19
Miscellaneous Income.....	6,726.68	6,592.74

TOTAL NON-OPERATING INCOME..... \$5,273,998.11 \$4,842,661.35

TOTAL GROSS INCOME..... \$40,360,019.51 \$35,285,381.17

## DEDUCTIONS FROM TOTAL GROSS INCOME:

Rent for Leased Roads.....	\$2,786,202.77	\$2,775,403.11
Miscellaneous Rents.....	31,314.22	31,533.64
Interest on Unfunded Debt.....	41,936.42	46,461.97
Miscellaneous Income Charges...	189,946.16	186,648.94

TOTAL DEDUCTIONS OF THIS CLASS..... \$3,049,399.57 \$3,040,047.66

TOTAL AVAILABLE INCOME..... \$37,310,619.94 \$32,245,333.51

INTEREST ON FUNDED DEBT..... \$12,740,852.22 \$12,747,775.84

INTEREST ON EQUIPMENT OBLIGATIONS 1,764,587.59 1,502,409.59

DIVIDEND ON SOUTHERN RAILWAY—

MOBILE AND OHIO STOCK TRUST

CERTIFICATES..... 226,008.00 226,008.00

TOTAL DEDUCTIONS OF THIS CLASS..... \$14,731,447.81 \$14,476,193.43

BALANCE OF INCOME OVER CHARGES \$22,579,172.13 \$17,769,140.08

RESERVE FOR DIVIDENDS ON PREFERRED STOCK..... 3,000,000.00 3,000,000.00

BALANCE CARRIED TO CREDIT OF PROFIT AND LOSS..... \$19,579,172.13 \$14,769,140.08

Table 2.—PROFIT AND LOSS.

Credit Balance December 31, 1924..... \$72,831,199.55

Add: Credit Balance of Income for the Year..... 19,579,172.13

\$92,410,371.68

Deduct:

Dividend of 5½% on Common

Stock..... \$6,600,000.00

Property Retired..... 239,566.09

Net Miscellaneous Debits..... 242,150.45

7,081,716.54

Credit Balance December 31, 1925..... \$85,328,655.14

Table 3.—GENERAL BALANCE SHEET.

## ASSETS.

INVESTMENTS:	DEC. 31, 1925.	DEC. 31, 1924.
Investment in Road.....	\$377,375,960.10	\$366,491,874.53
Investment in Equipment.....	125,138,853.56	118,511,949.60
Total Investment in Road and Equipment.....	\$502,514,813.66	\$485,003,824.13
Funds Appropriated for Construction.....		\$7,592,968.75
Proceeds from sale of Mortgaged Property, held by Trustees for Reinvestment.....	\$886,622.45	\$4,975.00
Miscellaneous Physical Property..	\$1,035,873.93	\$1,002,704.38
INVESTMENTS IN AFFILIATED COMPANIES:		
Stocks.....	\$34,910,550.73	\$35,129,200.73
Bonds.....	24,033,970.19	24,710,970.19
Notes.....	3,981,117.94	4,585,116.77
Advances.....	2,605,057.55	3,153,937.71
Total Investments in Affiliated Companies.....	\$65,530,696.41	\$67,579,225.40
OTHER INVESTMENTS:		
Stocks.....	\$93,809.00	\$93,808.00
Bonds.....	2,378,309.21	2,378,308.21
Notes.....	14,448.68	17,342.79
Advances for Purchase of Additional Equipment.....		6,286,850.00
Total Other Investments....	\$2,486,566.89	\$8,776,309.00
Total Investments.....	\$572,454,573.34	\$569,960,006.66

## CURRENT ASSETS:

Cash.....	\$15,953,169.28	\$10,428,530.69
United States Government Securities.....	22,262,617.21	16,283,640.64
Special Deposits.....	2,840,286.05	2,860,410.15
Loans and Bills Receivable.....	21,210.05	22,268.16
Traffic and Car Service Balances Receivable.....	1,789,502.06	1,531,010.43
Balances due from Agents and Conductors.....	26,947.30	54,753.99

Miscellaneous Accounts Receivable	4,966,423.00	6,181,070.04
Material and Supplies (Table 11)	10,771,543.01	11,379,189.29
Interest and Dividends Receivable	892,543.69	787,797.86
Other Current Assets.....	215,258.22	245,996.35

Total Current Assets..... \$59,739,503.87 \$49,774,667.60

## DEFERRED ASSETS:

Working Fund Advances.....	\$57,220.79	\$105,715.28
Cash and Securities in Insurance Fund.....	1,377,239.98	1,020,373.31
Cash deposited under North Carolina Railroad Lease.....	175,000.00	175,000.00
Other Deferred Assets.....	433,580.51	212,416.73

Total Deferred Assets..... \$2,043,041.28 \$1,513,505.32

## UNADJUSTED DEBITS:

Insurance Premiums and Rents paid in Advance.....	\$22,973.88	\$2,410.62
Additions and Betterments Expenditures; Freight Claims; Foreign Mileage and Sundry Items in Suspense.....	4,118,082.86	4,218,132.99

Total Unadjusted Debits.... \$4,141,056.74 \$4,220,543.61

Securities of the Company held by it:

1925. 1924.

Unpledged.. \$37,741,200 \$36,171,200

GRAND TOTALS..... \$638,378,175.23 \$625,468,723.19

Table 3.—GENERAL BALANCE SHEET.

## LIABILITIES.

	DEC. 31, 1925.	DEC. 31, 1924.
CAPITAL STOCK:		
Common.....	\$120,000,000.00	\$120,000,000.00
Preferred.....	60,000,000.00	60,000,000.00
Total Southern Railway Company Stock.....	\$180,000,000.00	\$180,000,000.00
Southern Ry.-Mobile & Ohio Stock Trust Certificates.....	\$5,650,200.00	\$5,650,200.00
LONG-TERM DEBT:		
Funded Debt (Table 4).....	\$259,213,500.00	\$259,213,500.00
Equipment Trust Obligations (Table 5).....	32,882,000.00	36,528,200.00
Total Long Term Debt.....	\$292,095,500.00	\$295,741,700.00
Total Capital Liabilities....	\$477,745,700.00	\$481,391,900.00

## GOVERNMENTAL GRANTS:

Grants since July 1, 1914, in aid of Construction.....	\$480,839.34	\$225,855.34
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## CURRENT LIABILITIES:

Traffic and Car Service Balances Payable.....	\$1,957,181.36	\$1,620,079.11
Audited Accounts and Wages Payable.....	12,162,064.60	13,905,192.83
Miscellaneous Accounts Payable..	1,558,369.71	2,120,127.50
Interest Matured, including interest due January 1st.....	2,812,861.50	2,830,032.10
Dividends Matured Unpaid.....	3,520.75	4,076.25
Funded Debt Matured Unpaid....	24,253.80	26,651.80
Unmatured Dividends Accrued on Southern Ry.-Mobile & Ohio Stock Certificates.....	56,502.00	56,502.00
Unmatured Interest Accrued....	2,330,248.50	2,379,441.32
Unmatured Rents Accrued.....	214,875.00	203,975.00
Expenses Accrued not vouchered.	1,775,891.04	1,514,767.71
Other Current Liabilities.....	1,458,105.83	1,375,092.11

Total Current Liabilities..... \$24,353,874.09 \$26,035,937.73

DIVIDEND RESERVES..... \$5,100,000.00 \$4,500,000.00

## DEFERRED LIABILITIES:

Sundry Deferred Liabilities..... \$3,161,006.10 \$2,656,014.23

## UNADJUSTED CREDITS:

Taxes.....	\$3,829,611.59	\$2,011,856.58
Insurance Reserve.....	1,777,239.98	1,420,373.31
Operating Reserves.....	1,513,425.37	1,198,616.98
Depreciation accrued on:		
Rail Leased to Other Companies	155,568.54	143,269.72
Equipment Owned.....	27,144,013.23	25,533,934.75
Equipment Leased from Other Companies.....	478,940.24	533,211.56
Sundry Items.....	4,333,299.19	4,026,113.10

Total Unadjusted Credits.... \$39,232,098.14 \$34,867,376.00

## CORPORATE SURPLUS:

Special Appropriations for Additions to Property since June 30, 1907.....	\$2,976,002.42	\$2,960,440.34
Profit and Loss—Balance.....	\$85,328,655.14	\$72,831,199.55

GRAND TOTALS..... \$638,378,175.23 \$625,468,723.19

# SOUTHERN PACIFIC COMPANY

## REPORT OF THE BOARD OF DIRECTORS

NEW YORK, N. Y., April 8, 1926.

TO THE STOCKHOLDERS OF THE SOUTHERN PACIFIC COMPANY:

Your Board of Directors submits this report of the operations and affairs of the Southern Pacific Lines and Affiliated Companies for the fiscal year ended December 31, 1925.

### INCOME ACCOUNT.

The following statements of income and of surplus show the income for the year and the accumulated surplus to the close of the year, accruing to Southern Pacific Company stock from the Transportation System and from all separately operated Solely Controlled Affiliated Companies, combined:

NET INCOME OF THE SOUTHERN PACIFIC LINES AND SOLELY CONTROLLED AFFILIATED COMPANIES, COMBINED, FOR THE YEAR 1925, COMPARED WITH THE YEAR 1924.

	Year Ended December 31, 1925	+Increase —Decrease †	Per Cent
1. Net income of Transportation System..	\$35,657,410.25	+\$237,507.29	.67
2. Net income of Affiliated Companies..	2,258,966.67	—2,812,119.02	55.45
3. Net income of Transportation System and of all separately operated Solely Controlled Affiliated Companies, combined .....	\$37,916,316.92	—\$2,574,611.73	6.36
4. Per Cent earned on average amount of capital stock of Southern Pacific Company outstanding during the year:			
(a) From operations of Transportation System .....	9.57	— .58	5.71
(b) From operations of Affiliated Companies .....	.61	— .84	57.93
(c) Total .....	10.18	— 1.42	12.24

\*Excludes all inter-company dividends. †Inter-company interest on open accounts was discontinued as of December 31, 1924. To obtain proper comparison of 1925 with 1924, all inter-company interest on open accounts and inter-company dividends included in income account for the year 1924 have been eliminated in arriving at figures representing increases and decreases.

SURPLUS TO DECEMBER 31, 1925, OF THE SOUTHERN PACIFIC LINES AND SOLELY CONTROLLED AFFILIATED COMPANIES, COMBINED.

	Debit	Credit
1. Total corporate surplus at December 31, 1924..		*\$361,818,901.19
2. Credit balance transferred from income:		
Transportation System.....		\$31,297,963.16
Affiliated Companies.....		2,232,030.84
3. Dividends paid:		
On capital stock of Southern Pacific Company:		
1½% paid April 1, 1925...		\$5,585,713.58
1½% paid July 1, 1925...		5,585,713.58
1½% paid October 1, 1925...		5,585,713.58
1½% payable January 2, 1926		5,585,713.58
Total, Southern Pacific Co.		\$22,342,854.32
On capital stocks of Transportation System Companies held by the public.....		266,795.00
4. Miscellaneous adjustments during the year....	\$22,609,649.32	3,537,522.03
5. Credit balance December 31, 1925.....	\$79,276,799.84	
	\$101,886,419.16	\$401,886,419.16

\*Includes adjustment on account of cancellation of inter-company interest carried in suspense by Transportation System; also on account of corporate surplus of companies taken into the System during 1925.

The Southern Pacific Company, from time to time in the past, as necessity required or as opportunity offered, has acquired sole control through stock ownership of certain separately operated companies, such as steam and electric railways, coal companies, oil companies, land companies, and other enterprises which are collateral to, but are not a part of, its Transportation System. The acquisition of these companies has been gradual, and while their affairs have been separately reported in the annual report, the income arising from their operation has been included in the income account of the Transportation System only as it has been transferred to your company from time to time as interest and dividends. At December 31, 1925, however, there were thirty-five of such separately operated Solely Controlled Affiliated Companies (practically all of whose capital stocks are owned within the Southern Pacific System), the book value of the property investments of which aggregated \$326,341,031.17. Because of the magnitude of these investments it is considered important to give the results of the operations of the Transportation System (known as "Southern Pacific Lines") and of the separately operated Solely Controlled Affiliated Companies, combined, in order to show the total income accruing to Southern Pacific Company stock from the operation of all solely controlled companies. Statements showing the results of such operations are set forth above. It is considered desirable, however, to maintain the Income Account and Balance Sheet of the Transportation System (Southern Pacific Lines) so as to continue to show separately the net income from the operation of the Transportation System, its investments, and the capital employed by it. These statements in the form heretofore reported, as well as condensed statements giving the Balance Sheet and the Income Account of all separately operated Solely Controlled Affiliated Companies, combined, are included in the report.

In the past the Southern Pacific Company has followed the practice of computing and setting up in the accounts, interest on open accounts with its Transportation System Companies and with its separately operated Solely Controlled Affiliated Companies. So far as the accounts between the Southern Pacific Company and the Transportation System Companies are concerned, such interest has been taken into the income accounts as it accrued, but always has been offset and eliminated in preparing the Combined Income Account and the Combined Balance Sheet of the Transportation System. As indicated above, however, the affairs of the separately operated Solely Controlled Affiliated Companies have not been included either in the Combined Income Account or in the Combined Balance Sheet, and while the interest on open accounts with the said Affiliated Companies has been charged against the income of such companies as it accrued, only so much of such interest as has been earned by such Affiliated Companies has been taken into the income account of the Southern Pacific Company, the unearned portion thereof being held in suspense by Southern Pacific Company and dealt with in the Combined Balance Sheet as "Other Unadjusted Credits." (See last paragraph but one on page 13 of 1924 annual report and footnote (e), page 19 of such report.) This practice of setting up inter-company interest on open accounts is no longer considered necessary or desirable, and as of the close of business, December 31, 1924, the practice was discontinued, and the unearned interest theretofore accruing, which was held in suspense at said date, has been cancelled and eliminated from the accounts.

Because of the outside interests involved in the case of Jointly Controlled Affiliated Companies, interest on open accounts with such companies will be set up as it accrues, as in the past. No portion of the operations of Jointly Controlled Affiliated Companies (other than interest and dividends received from such companies) is included in Southern Pacific's income.

### INCOME ACCOUNT OF SOUTHERN PACIFIC LINES.

The income account of the Transportation System (Southern Pacific Company and Transportation System Companies, combined, excluding offsetting accounts and inter-company dividends) for the year 1925, compared with the year 1924, was as follows, viz:

	Year ended December 31, 1925	+Increase —Decrease †	Per cent
<b>Operating Income</b>			
1. Railway operating revenues.....	\$293,074,553.47	+\$17,170,442.69	6.22
2. Railway operating expenses.....	215,609,318.19	+12,557,989.55	6.18
3. Net revenue from railway operations .....	\$77,465,235.28	+\$4,612,453.14	6.33
4. Railway tax accruals.....	21,275,282.02	+1,408,177.59	7.09
5. Uncollectible railway revenues.....	95,349.48	—49,189.39	34.03
6. Equipment rents—Net.....	5,764,352.06	+962,136.88	20.04
7. Joint facility rents—Net.....	16,492.50	+78,984.56	....
8. Net railway operating income....	\$50,313,759.32	+\$2,212,343.50	4.60
<b>Non-Operating Income</b>			
9. Income from lease of road.....	\$81,453.44	—\$8,801.06	9.71
10. Miscellaneous rent income.....	1,493,682.80	+483,497.50	34.54
11. Miscellaneous non-operating physical property .....	314,463.82	+53,439.66	20.47
12. Dividend income.....	12,780,976.66	—6,709.03	.24
13. Income from funded securities—Bonds and notes.....	3,175,566.25	—1,229,736.50	27.91
14. Income from funded securities—Investment advances.....	662,345.82	+555,658.23	....
15. Income from unfunded securities and accounts.....	2,365,929.66	+1,280,998.45	118.07
16. Income from sinking and other reserve funds .....	947,737.96	+26,595.24	2.89
17. Miscellaneous income.....	536,886.76	+151,446.75	39.29
18. Total non-operating income.....	\$12,299,443.17	+\$1,206,395.24	10.88
19. Gross income.....	\$62,613,202.39	+\$3,418,738.74	5.78
<b>Deductions from Gross Income</b>			
20. Rent for leased roads.....	\$227,879.69	—\$5,088.19	2.18
21. Miscellaneous rents.....	760,991.62	+17,256.58	2.32
22. Miscellaneous tax accruals.....	206,700.11	+76,607.72	58.89
23. Interest on funded debt—Bonds and notes.....	25,335,856.71	+3,314,402.26	15.05
24. Interest on funded debt—Non-negotiable debt to affiliated companies.....	3,478.26	—698.63	16.73
25. Interest on unfunded debt.....	212,340.94	—176,599.84	45.41
26. Amortization of discount on funded debt .....	30,198.69	—42,538.36	58.48
27. Maintenance of investment organization .....	35,880.47	+19,604.67	37.50
28. Miscellaneous income charges.....	139,465.74	—12,714.76	8.36
29. Total deductions from gross income .....	\$26,955,792.14	+\$3,181,231.45	13.38
30. Net income.....	*\$35,657,410.25	+\$237,507.29	.67
<b>Disposition of Net Income</b>			
31. Income applied to sinking and other reserve funds.....	\$1,232,776.40	+\$29,397.22	2.44
32. Income appropriated for investment in physical property.....	126,668.75	—64,638.87	33.79
33. Total appropriations.....	\$1,359,445.15	—\$35,241.65	2.53
34. Income balance transferred to credit of profit and loss.....	\$34,297,965.10	+\$272,748.94	.80

†Excludes all inter-company dividends. \*Includes \$1,955,396.59, representing entire net income from the operation of the property of the Houston & Texas Central R. R. Co. for the year 1925, during which period about 24 per cent of the capital stock of said company was held by the public. Since the close of the year such stock has been purchased by Southern Pacific Company. †Inter-company interest on open accounts was discontinued as of December 31, 1924. To obtain proper comparison of 1925 with 1924, all inter-company interest on open accounts and inter-company dividends included in income account for the year 1924 have been eliminated in arriving at figures representing increases and decreases.

The causes of the principal increases and decreases in the income account of the Transportation System are explained below, viz:

### NONOPERATING INCOME.

The increase of \$383,497.50 in the account Miscellaneous Rent Income is due, principally, to rent received from property, formerly belonging to Los Angeles Public Market Company, taken over during the year by Southern Pacific Company; and to increase in ground rent received from industrial concerns.

The decrease of \$1,229,736.50 in the account Income from Funded Securities—Bonds and Notes—is due, principally, to decrease in interest received on United States Treasury Notes and other securities previously held as investments, which were sold during the year.

The increase of \$555,658.23 in the account Income from Funded Securities—Investment Advances—represents, principally, interest accruing prior to January 1, 1925, taken into account during the current year.

Of the increase in the account Income from Unfunded Securities and Accounts, the sum of \$470,000 is due to an increase in interest received on demand loans, and the remainder is due, principally, to an increase in interest on company's own funds used for construction.

The increase in the account Miscellaneous Income is due, principally, to royalties received on oil and gas taken from lands owned at Wortham, Texas.

### DEDUCTIONS FROM GROSS INCOME.

The increase in the account Miscellaneous Tax Accruals is the result, principally, of including in that account last year a credit adjustment on account of taxes for prior years, which, under the regulations of the Interstate Commerce Commission, are properly includable in Railway Tax Accruals.

The increase of \$3,314,402.26 in the account Interest on Funded Debt—Bonds and Notes is made up, principally, as follows: Of \$1,526,350, representing the difference between a full year's interest this year and the amount of interest accruing in 1924 on the \$29,400,000 of Southern Pacific Company Twenty-year Five Per Cent bonds and on Southern Pacific Equipment Trust Certificates—Series G, issued last year; of \$979,180, representing interest accruing this year on \$40,000,000 Central Pacific Railway Company Thirty-five year Five Per Cent Guaranteed Gold Bonds and on \$10,491,000 of Southern Pacific Equipment Trust Certificates—Series H, issued this year; of \$392,000, representing difference of a full year's interest this year and the interest accruing subsequent to November 1, 1924, on outstanding bonds of El



Paso & Southwestern, taken into the System November 1, 1924; and of \$368,107, representing interest accruing from May 1, 1925, to December 31, 1925, on outstanding bonds of San Antonio and Aransas Pass Railway Company, taken into the System May 1, 1925.

The decrease of \$176,599.84 in the account Interest on Unfunded Debt is the result, principally, of a charge to that account last year, representing the interest on deferred payments for terminal property, the principal of which was paid off last year.

The dividends paid for 1925 were appropriated from the profit and loss surplus and, therefore, do not appear in the income account. Payments for 1925 amounted to \$22,699,649.32, compared with \$20,943,094.32 for 1924. The increase of \$1,666,555.00 is made up of \$1,400,000, representing the difference between a full year's dividend on the \$28,000,000 of capital stock issued November 1, 1924, in connection with the acquisition of the El Paso and Southwestern Lines, and the amount of dividend on such stock paid during 1924; and of \$266,555, representing dividends paid during the year on \$2,423,200 of capital stock of Houston and Texas Central Railroad Company held by the public. The figures for both this year and last year include \$240, representing dividends on stocks of other Transportation System Companies, held by the public.

#### TRANSPORTATION OPERATIONS—SOUTHERN PACIFIC LINES.

The following table shows the Net Railway Operating Income and Traffic Statistics of the Transportation System for the year 1925 compared with those for the year 1924:

	Year ended December 31, 1925	+Increase —Decrease	Per cent
1. Average miles of road operated.....	12,950.25	+60.34	.47
<b>NET RAILWAY OPERATING INCOME</b>			
<b>Railway Operating Revenues</b>			
2. Freight .....	\$211,314,581.67	+\$4,952,234.68	2.40
3. Passenger .....	56,101,352.70	—2,717,515.57	4.82
4. Mail and express.....	11,054,123.49	—1,183,621.70	9.67
5. All other transportation.....	8,052,860.91	+502,590.37	6.66
6. Incidental .....	6,822,288.31	+171,209.62	2.57
7. Joint facility—Credit.....	260,824.31	+78,967.57	43.42
8. Joint facility—Debit.....	531,477.92	—456,531.88	609.15
9. Total railway operating revenues..	\$293,074,553.47	+\$1,347,533.09	.46
<b>Railway Operating Expenses</b>			
10. Maintenance of way and structures....	\$40,110,806.20	—\$2,136,021.54	5.06
11. Maintenance of equipment.....	49,196,332.98	—1,048,247.37	2.09
12. Total maintenance.....	\$89,307,139.18	—\$3,184,268.91	3.44
13. Traffic .....	5,638,295.11	—37,518.83	1.01
14. Transportation .....	106,977,410.53	+3,151,742.19	3.04
15. Miscellaneous operations.....	4,706,362.26	+503,190.25	11.97
16. General .....	10,513,785.75	+507,696.37	5.07
17. Transportation for investment—Credit..	1,533,674.64	—123,986.38	8.80
18. Total railway operating expenses..	\$215,609,318.19	+\$796,854.69	.37
19. Net revenue from railway operations...	\$77,465,235.28	+\$550,678.40	.72
20. Railway tax accruals.....	\$21,275,282.02	+366,237.26	1.75
21. Uncollectible railway revenues.....	95,349.48	—56,479.11	37.20
22. Railway operating income.....	\$56,094,603.78	+\$240,926.25	.43
23. Equipment rents—Net.....	5,793,352.06	+423,895.79	7.93
24. Joint facility rents—Net.....	16,492.50	—21,048.48	56.07
25. Net railway operating income...	\$50,313,759.22	—\$161,727.06	.32

#### TRAFFIC STATISTICS (Steam Rail Lines)

<b>Freight Traffic</b>			
26. Freight service train-miles.....	26,145,924	+625,864	2.45
27. Tons carried—revenue freight.....	59,749,130	+118,456	.20
28. Tons one mile—revenue freight.....	14,581,434,596	+602,426,945	4.31
29. Loaded cars per train.....	27.63	+9.1	3.41
30. Net tons per train—all freight.....	631.11	+11.68	1.89
31. Revenue per ton-mile—revenue freight..	1.382 cents	—0.021 cents	1.50
32. Average distance carried—revenue freight	244.04	+9.61	4.10
<b>Passenger Traffic</b>			
33. Passenger service train-miles.....	26,654,174	+755,701	2.92
34. Passengers carried—revenue.....	14,409,391	—1,470,674	9.26
35. Passengers one mile—revenue.....	1,858,621,528	—51,824,193	2.71
36. Passengers per train—revenue passengers	67.63	—4.23	5.89
37. Revenue per passenger-mile—revenue passengers	2.832 cents	—0.060 cents	2.04
38. Average distance carried—revenue passengers	128.99	+8.69	7.22

\*For the purpose of comparison, the 1924 figures used in determining the increases and decreases shown in the above statement include the operations for the entire year 1924 of the El Paso & Southwestern, taken into the System November 1, 1924, and the operations for the period May 1 to December 31, 1924, of the San Antonio & Aransas Pass, taken into System May 1, 1925; while the 1924 figures used in determining the increases and decreases shown in the Income Account of the Southern Pacific Lines represent the operations of the lines actually included in the System in 1924, during the period while so included.

The following tabulation gives the transportation operations for the years 1922, 1923, 1924 and 1925 compared with the year 1917, the last year prior to Federal control, and with 1921, the first complete year subsequent to Federal control, the figures being given in round thousand dollars:

	1925	1924	1923	1922	1921	1917
Operating revenues.....	\$293,074	\$291,727	\$287,205	\$262,510	\$269,494	\$193,971
Per cent of 1917.....	151.09	150.40	148.07	135.34	138.85	100.00
Per cent of 1921.....	108.75	108.25	106.57	97.41	100.00	100.00
Operating expenses.....	\$215,609	\$214,812	\$207,167	\$193,664	\$212,572	\$120,001
Per cent of 1917.....	178.78	178.12	171.78	160.58	176.88	100.00
Per cent of 1921.....	101.43	101.05	97.46	91.11	100.00	100.00
Operating ratio.....	73.57	73.63	72.13	73.77	78.88	62.17
Net revenue from railway operations.....	\$77,465	\$76,915	\$80,038	\$68,855	\$56,922	\$73,370
Per cent of 1917.....	105.58	104.83	109.09	93.85	76.32	100.00
Per cent of 1921.....	136.09	135.12	140.61	120.96	100.00	100.00
Railway tax accruals.....	\$21,275	\$20,909	\$20,365	\$18,859	\$15,539	\$13,792
Per cent of 1917.....	154.26	151.60	147.66	136.74	112.64	100.00
Per cent of 1921.....	136.91	134.56	131.06	121.37	100.00	100.00
Net railway operating income	\$50,314	\$50,475	\$54,228	\$46,223	\$35,947	\$62,253
Per cent of 1917.....	80.82	81.08	87.11	74.25	56.14	100.00
Per cent of 1921.....	139.97	140.42	150.86	128.59	100.00	100.00
<b>Traffic units (ton miles plus three times passenger miles)</b>						
—thousands.....	22,475	21,929	21,044	18,012	17,451	20,877
Per cent of 1917.....	107.65	105.04	100.80	86.28	83.64	100.00
Per cent of 1921.....	128.79	125.66	120.59	103.21	100.00	100.00

The Transportation Act of 1920 provides that the railways should receive a fair return upon the aggregate value of railway property held and used for the service of transportation, such fair return being 5% per cent, as last fixed by the Interstate Commerce Commission under authority of the Act. Despite the movement of a record volume of traffic and continued gains in efficiency of operation, the existing rate structure, during each year since enactment of the Transportation Act, has failed to give your Company the fair return contemplated by the Act. The relation-

ship of net railway operating income to the book value of road and equipment of lines constituting your Transportation System has been as follows:

1921.....	3.36%
1922.....	4.29%
1923.....	4.81%
1924.....	3.99%
1925.....	3.77%

Average for 5 years.....4.04%

Total Railway Operating Revenues for 1925, which amounted to \$293,074,553.47, were the largest in the history of your Company. This was the result of the large volume of freight traffic moved over your lines, the revenue ton mileage exceeding the previous peak year of 1917 by 8.66 per cent, notwithstanding a drouth which extended over about 2,000 miles of your lines in Texas, and which materially affected the traffic moved by those lines.

Although Railway Operating Revenues showed an increase, compared with 1924, of \$1,347,533, this increase was more than offset by an increase of \$796,854 in operating expenses, an increase of \$366,237 in taxes, and an increase of \$423,695 in equipment rents, the result being a decrease in Net Railway Operating Income of \$161,727. This result was materially affected by the following items of expenses, viz:

Increases in wage rates .....	\$1,615,000
Increases in price of fuel.....	1,332,000
	\$2,947,000

Less	
Back pay to employees included in last year's accounts .....	\$412,000
Decreases in prices of materials other than fuel .....	498,000 910,000
Net increase in wages and in prices of materials .....	\$2,037,000
Increase in charges for depreciation and retirement of equipment, the result, principally, of equipment additions at market prices far higher than those of former years .....	1,168,000
Total .....	\$3,205,000

Uninfluenced by these uncontrollable items Net Railway Operating Income would have shown an increase over 1924 of about \$3,000,000.

Freight revenue for the year increased \$4,952,234, a decrease on the Texas and Louisiana Lines being more than overcome by an increase on the Pacific Lines.

The decrease in freight traffic on the Texas and Louisiana Lines was due, principally, to the severe and unprecedented drouth which extended over about 2,000 miles of the Texas Lines, curtailing the production of cotton and its by-products, and of corn, wheat, oats, and other agricultural products. It is estimated that the loss in freight revenue from this cause was about \$3,500,000.

On the Pacific Lines, a decrease in shipments of citrus fruit in the first part of the year, due to frosts in the winter of 1924-5, was overcome by increased revenues from automobiles, lumber, and mineral oils, and by the summer and fall movement of products, such as grapes, lettuce, deciduous fruits and vegetables, moving to Eastern markets in refrigerator cars, the result being an increase in freight revenue, compared with 1924, of \$7,238,820. Much of this traffic moved in a few peak months of the year, severely taxing our facilities. Notwithstanding this condition, it is gratifying that, by intensive use of available rolling stock, we were able to handle the traffic without serious car shortage, and with the usual dispatch. With the exception of the decrease noted in the movement of citrus fruit, freight traffic generally showed a gratifying improvement, which, from present indications, will continue through 1926.

Passenger revenue decreased \$2,717,315. On the Texas and Louisiana Lines the decrease amounted to about \$1,000,000, all of which represents a loss in local traffic, due to reduction in travel resulting from the unfavorable crop and business conditions caused by the drouth in Texas hereinbefore mentioned, and to increased automobile competition. On the Pacific Lines, a decrease of approximately \$2,800,000, due to increased use of automobiles (both commercial and private) and to an unusual winter travel to Florida, temporarily diverting business which otherwise would have gone to California, was partially offset by an increase of about \$1,000,000, due to an increase in summer excursion travel and increased travel to conventions and local celebrations.

The decrease of \$1,183,621 in Mail and Express Revenues is all in Express earnings, and is the result, principally, of the 10 per cent reduction in rates made by the Interstate Commerce Commission in June, 1924, and to an adjustment of class rates made by the Commission, effective May 1, 1925, both of which affected particularly the Inter-mountain and Pacific Coast territories.

Maintenance of Way and Structures decreased \$2,136,021, or 5.06 per cent. The property, however, was maintained quite up to your Company's usual high standard, as will be seen by reference to the following table giving the principal items of material used in repairs and renewals during the past four years:

#### MATERIALS USED IN REPAIRS AND RENEWALS.

	1925	1924	1923	1922
New steel rail, track miles.....	343.62	401.03	453.37	286.16
Ties, number.....	4,762,507	3,969,255	3,952,581	4,023,549
Ties, number per mile.....	251	222	244	251
Tie-plates, number.....	5,472,752	4,730,991	5,093,818	3,866,090
Piling, lineal feet.....	358,330	378,742	611,528	341,416
Lumber, feet b. m.....	33,426,468	25,339,077	21,417,664	22,958,492

Maintenance of Equipment decreased \$1,048,247.37, or 2.09 per cent.

Transportation expenses increased \$3,151,742, or 3.04 per cent. Of this increase, higher wage rates accounted for an increase of \$1,434,336, and higher prices of fuel for an increase of \$1,331,820, a total of \$2,766,156. Except for these two uncontrollable items, transportation expenses would have shown an increase of only \$385,586, or 0.37 per cent, notwithstanding the necessary increase in train and locomotive mileage required to handle an increase of about 4.38 per cent in the ton mileage of all freight moved by your lines.

The increased price of fuel oil gave added importance to economy in the use of fuel. The constant campaign carried on for years to reduce fuel consumption in locomotives has been reflected by a gradual but large reduction in the amount of fuel used in proportion to ton mileage moved. The reduction in pounds of fuel used per 1000 gross ton miles in 1925, under 1924, amounted to 5.66 per cent in passenger service, and 2.18 per cent in freight service. The value of the economy realized in 1925 compared with 1924 amounted to \$725,480, and in 1925 compared with 1913 to \$1,479,446. The following table shows results obtained in fuel economy in 1925 compared with the preceding two years, and with the year 1913:

	1925	1924	1923	1913	Comparison 1925 With
Locomotive Fuel Performance					1924 1923 1913
Pounds Fuel per 1000 Gross Ton Miles:					
Passenger service.....	141.84	149.30	162.34	206.67	—5.00% —12.63% —31.37%
Freight service.....	129.23	132.11	142.56	192.83	—2.18% —9.35% —32.98%
<b>Value of Fuel Saved in</b>					
1925 over 1924.....					\$725,480
1925 over 1923.....					2,740,938
1925 over 1913.....					11,479,446

Miscellaneous Operations increased \$503,190, or 11.97 per cent, principally in dining car and buffet service, and is largely offset by increased revenues from such service.

General Expenses increased \$507,696, or 5.07 per cent, the principal items being an increase of \$197,000 in pensions and an increase of \$260,000 in expenses in connection with the group life insurance plan put into effect January 1, 1924. The latter increase is due, mainly, to the fact that 1924 expenses included a credit on account of a dividend received from the Insurance Company, no dividend being received in 1925.

Railway Tax Accruals for the year amounted to \$21,275,282, an increase over 1924 of \$366,237, or 1.75 per cent. The taxes for the year consumed 27.5 per

cent of the Net Revenue from Railway Operations, and almost equal the total dividends paid to stockholders.

Expenses incurred during the year on account of the Federal valuation of railways amounted to \$920,008.88, making the total disbursement on this account from the time the work began to the close of the present year \$6,406,109.33.

#### BALANCE SHEET OF SOUTHERN PACIFIC LINES.

SOUTHERN PACIFIC COMPANY AND TRANSPORTATION SYSTEM COMPANIES, COMBINED.

Assets—December 31, 1925, Compared With December 31, 1924, Excluding Offsetting Accounts.

Assets	December 31, 1925	+Increase —Decrease
<b>Investments</b>		
Investment in road and equipment.....	\$1,341,287,495.40	+\$53,033,763.81
Improvements on leased railway property.....	244,284.72	+50,774.70
Sinking funds.....	18,746,376.67	+379,592.63
Deposits in lieu of mortgaged property sold.....	2,984,390.90	+2,091,333.48
Miscellaneous physical property.....	12,523,188.03	+4,391,058.55
<b>Investments in affiliated companies:</b>		
Stocks.....	312,726,308.43	+2,413,997.56
Bonds.....	151,019,824.15	—9,142,719.74
Stocks } Cost inseparable.....	54,503,340.15	—2,464,693.96
Bonds }		
Notes.....	28,900,839.61	—323,253.18
Advances.....	87,518,748.49	+4,557,207.05
<b>Other investments:</b>		
Stocks.....	1,592,120.01	+2,248.00
Bonds.....	2,687,978.86	—13,747,026.52
Notes.....	397,205.65	—1,229,502.45
Advances.....	93,752.16	—39,190.08
Miscellaneous.....	1,111,377.23	+286,011.67
<b>Total.....</b>	<b>\$2,016,337,730.46</b>	<b>+\$61,474,484.42</b>
<b>Current Assets</b>		
Cash.....	\$24,467,095.33	—\$1,566,542.90
Demand loans and deposits.....	13,049,243.72	+13,036,393.13
Time drafts and deposits.....	20,063,291.67	+20,063,291.67
Special deposits.....	150,661.97	—307,917.84
Loans and bills receivable.....	3,439,485.30	+206,893.43
Trade and car-service balances receivable.....	3,574,806.78	+466,910.10
Net balance receivable from agents and conductors.....	7,970,251.20	+477,999.86
Miscellaneous accounts receivable.....	32,940,084.75	+2,443,265.11
Material and supplies.....	2,907,153.22	+389,543.64
Interest and dividends receivable.....	5,833.33	.....
Rents receivable.....	224,893.82	+26,315.76
Other current assets.....		
<b>Total.....</b>	<b>\$109,698,536.42</b>	<b>+\$35,918,411.39</b>
<b>Deferred Assets</b>		
Working fund advances.....	\$88,554.87	—\$51,918.33
Insurance and other funds.....	25,360.00	.....
Other deferred assets.....	4,127,183.73	+255,544.86
<b>Total.....</b>	<b>\$4,241,098.60</b>	<b>+\$203,626.53</b>
<b>Unadjusted Debits</b>		
Rents and insurance premiums paid in advance.....	\$211,098.43	+\$55,457.98
Discount on capital stock.....	3,988,600.00	.....
Discount on funded debt.....	2,088,211.99	+367,030.05
Other unadjusted debits.....	10,808,868.13	+22,495.22
Securities issued or assumed—Unpledged.....	2,719,975.00	+231,550.00
Securities issued or assumed—Pledged.....	101,250.00	—1,500.00
<b>Total.....</b>	<b>\$17,097,768.55</b>	<b>—\$100,007.19</b>
<b>Grand total.....</b>	<b>\$2,147,365,134.03</b>	<b>+\$97,496,515.15</b>

†Excluded from total assets, and a corresponding amount excluded from outstanding funded debt, in accordance with regulations of the Interstate Commerce Commission. \*Inter-company interest on open accounts was discontinued as of December 31, 1924. To obtain proper comparison of 1925 with 1924, there have been eliminated from the 1924 figures all charges and credits on account of inter-company interest on open accounts accruing during 1924 and all unearned inter-company interest on bonds and open accounts accruing up to December 31, 1923, in arriving at increases and decreases shown in above statement.

#### BALANCE SHEET OF SOUTHERN PACIFIC LINES.

SOUTHERN PACIFIC COMPANY AND TRANSPORTATION SYSTEM COMPANIES, COMBINED.

Liabilities—December 31, 1925, Compared With December 31, 1924, Excluding Offsetting Accounts.

Liabilities	December 31, 1925	+Increase —Decrease
<b>Capital Stock</b>		
Southern Pacific Company.....	\$372,380,905.64	
Transportation System Companies.....	398,004,900.00	
<b>Total.....</b>	<b>\$770,385,805.64</b>	
Held by the public.....	\$374,831,415.64	—\$29,290.00
Held within the system.....	395,554,390.00	+3,679,290.00
<b>Total stock.....</b>	<b>\$770,385,805.64</b>	<b>+\$3,650,000.00</b>
<b>Premium on capital stock of Southern Pacific Company.....</b>	<b>\$6,304,440.00</b>	
<b>Total.....</b>	<b>\$776,690,245.64</b>	<b>+\$3,650,000.00</b>
<b>Long Term Debt</b>		
<b>Funded debt unmatured:</b>		
Southern Pacific Company.....	\$213,933,060.00	
Transportation System Companies.....	515,333,215.09	
<b>Total.....</b>	<b>\$729,266,275.09</b>	
Held by the public.....	\$597,470,634.84	+\$66,985,217.31
Held within the system.....	131,794,640.25	—1,563,510.64
<b>Total funded debt.....</b>	<b>\$729,266,275.09</b>	<b>+\$65,421,906.67</b>
<b>Non-negotiable debt to Affiliated Companies:</b>		
Open accounts.....	35,924,019.53	+5,975.96
<b>Total.....</b>	<b>\$765,180,294.62</b>	<b>+\$65,427,882.63</b>
<b>Current Liabilities</b>		
Loans and bills payable.....	\$125,000.00	+\$75,000.00
Trade and car-service balances payable.....	6,266,646.62	+1,152,696.25
Audited accounts and wages payable.....	17,208,279.33	+1,516,791.08
Miscellaneous accounts payable.....	1,417,384.69	+51,811.82
Interest matured unpaid.....	305,591.61	—61,805.30
Interest payable January 1st.....	4,309,242.50	+257,460.00
Dividends matured January 1st.....	80,119.69	—4,933.18
Dividends payable January 1st.....	5,585,713.88	.....
Funded debt matured unpaid.....	15,000.00	.....
Unmatured dividends declared.....	250,000.00	—350,000.00
Unmatured interest accrued.....	6,236,423.18	+856,091.40
Unmatured rents accrued.....	91,327.47	+1,307.86
Other current liabilities.....	880,496.03	—600,817.28
<b>Total.....</b>	<b>\$43,671,226.70</b>	<b>+\$2,967,738.73</b>

#### Deferred Liabilities.

Liability for provident funds.....		—\$18,774.31
Other deferred liabilities.....	\$941,996.20	—503,320.97
<b>Total.....</b>	<b>\$941,996.20</b>	<b>—\$522,095.28</b>

#### Unadjusted Credits

Tax liability.....	\$8,318,128.57	—\$6,243,689.09
Insurance and casualty reserves.....	3,301,094.56	+394,390.88
Accrued depreciation—Road.....	2,436,737.25	+214,900.41
Accrued depreciation—Equipment.....	86,022,224.75	+8,012,654.34
Other unadjusted credits.....	48,949,991.33	+871,539.59
<b>Total.....</b>	<b>\$149,028,176.46</b>	<b>+\$8,240,796.22</b>

#### Corporate Surplus

Additions to property through income and surplus.....	\$8,323,891.06	+\$871,620.14
Funded debt retired through income and surplus.....	26,013,499.07	+769,298.78
Sinking fund reserves.....	15,174,537.71	+799,509.59
Appropriated surplus not specifically invested.....	3,818,177.83	.....

<b>Total appropriated surplus.....</b>	<b>\$53,930,015.67</b>	<b>+\$2,440,428.51</b>
<b>Profit and loss—Balance.....</b>	<b>\$58,914,178.74</b>	<b>+20,282,764.34</b>

<b>Total corporate surplus.....</b>	<b>\$412,844,194.41</b>	<b>+\$22,723,192.85</b>
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**Grand total.....** **\$2,147,365,134.03** **+\$97,496,515.15**

\*Inter-company interest on open accounts was discontinued as of December 31, 1924. To obtain proper comparison of 1925 with 1924, there have been eliminated from the 1924 figures all charges and credits on account of inter-company interest on open accounts accruing during 1924, and all unearned inter-company interest on bonds and open accounts, accruing up to December 31, 1923, in arriving at increases and decreases shown in above statement.

#### INVESTMENT ASSETS—SOUTHERN PACIFIC LINES.

The following is a brief description of the investment assets of the Transportation System as shown in the balance sheet, viz:

**INVESTMENT IN TRANSPORTATION PROPERTY.....** **\$1,341,531,780.12**

Book value of investment in transportation property carried on the books of the companies comprising the Transportation System consisting of 13,220 miles of first main track, 894 miles of additional main tracks, 5,407 miles of yard tracks and sidings, the Company's terminals at Galveston, a ten-story office building in San Francisco, 2,440 locomotives, 2,927 passenger-train cars, 79,170 freight-train cars, 5,883 company-service cars, 23 ocean steamships, 4 river steamships, 23 ferry and car transfer boats, 11 tugs, 73 barges, and 18 other vessels, the whole forming a transcontinental system extending from New York via New Orleans and Galveston to San Francisco, California, and Portland, Oregon, with a line extending from Ogden, Utah, to San Francisco, California.

**SINKING FUNDS.....** **18,746,876.67**

Sinking funds for the redemption of outstanding funded debt, consisting principally of \$17,629,000, par value, bonds of Transportation System Companies, \$1,885,000, par value, bonds of other companies, and \$230,763.64 cash in hands of Trustees.

**MISCELLANEOUS PHYSICAL PROPERTY.....** **12,523,188.03**

Book value of terminal and other real estate acquired in anticipation of future use.

**INVESTMENTS IN AFFILIATED COMPANIES.....** **634,669,060.82**

Investments in securities of Transportation System Companies, which are included in the outstanding obligations as shown by the balance sheet, but which are owned within the system;

Investments in securities of, and advances to, Solely Controlled Affiliated Companies and Jointly Controlled Affiliated Companies collateral to, but not a part of, the Transportation System, representing, principally, investments as follows:

Electric Railways in California (full ownership), operated mileage.....	890.00
Steam Railways (full ownership), operated mileage.....	1,422.25
Steam Railways (half ownership), operated mileage.....	741.20

**Total operated mileage of railways collateral to, but not a part of, the Transportation System.....** **3,062.54**

Lumber Companies (full ownership), owning 23,567 acres of timber lands, 42,925 acres of other lands, and 2 saw mills, etc. Average annual production of manufactured lumber 36,000,000 feet B. M., and of railroad ties 7,000,000 feet B. M.;

Land Companies (full ownership), owning 9,957,545 acres of lands in various states traversed by the Southern Pacific Lines; and 4,153 town lots, of which 2,986 are located in various cities and towns in the State of Texas, and 1,167 in Los Angeles and vicinity, in Southern California;

Coal Companies (full ownership), owning 22,688 acres of coal lands in Oregon and Colorado;

Oil Companies (full ownership), owning 15,207 acres, and holding under lease 13,092 acres, of producing and prospective oil lands in Texas and Louisiana, and near Tampico, Mexico, together with ownership of mineral rights in 74,434 acres of prospective oil land in Texas. Number of producing wells, 144. Annual production, about 2,200,000 barrels;

Terminal Companies (full ownership), owning 58 acres of land in the City of Los Angeles, Calif., with improvements, including three two-story market buildings, and one seven-story, two six-story, and one four-story warehouse buildings situated on line of Southern Pacific in heart of Los Angeles wholesale district;

Rockaway Pacific Corporation (full ownership), owning about 564 acres of land on Jamaica Bay, near Brooklyn, N. Y.;

Southern Pacific Building Co. (full ownership), owning a nine-story office building at Houston, Texas;

Associated Pipe Line Co. (one-third ownership), owning 541 miles of oil pipe line serving California oil fields;

Pacific Fruit Express Co. (half ownership), operating 33,613 refrigerator cars serving Southern Pacific, Union Pacific, and Western Pacific line; and

Stock interest, as indicated, in following companies operating railroad terminal facilities:

El Paso (Texas) Union Passenger Depot Co., 50 per cent;	
Ft. Worth (Texas) Union Passenger Station Co., 50 per cent;	
Northern Pacific Terminal Co. (Portland, Ore.), 20 per cent;	
Ogden (Utah) Union Railway & Depot Co., 50 per cent;	
Union Terminal Co. (Dallas, Tex.), 12.50 per cent.	



OTHER INVESTMENTS	8,866,824.81
Of this amount, \$2,984,390.90 represents cash in hands of trustee to be applied in payment for new equipment; and the remainder represents, principally, investments in outside securities.	
Total Investments	\$2,016,337,730.46

## ROAD AND EQUIPMENT—SOUTHERN PACIFIC LINES.

The increase during the year in investment in Road and Equipment of the Transportation System, as shown in the balance sheet amounted to \$83,033,763.81 as follows:

Expenditures for Road Extensions	\$14,593,031.64
Expenditures for Rolling Stock	14,809,306.88
Expenditures for Floating Equipment	1,781,211.17
Expenditures for Other Additions and Betterments	27,587,160.22

TOTAL EXPENDITURES \$58,170,709.91

## Add

Investment in road and equipment of the following lines taken into the Transportation System during the year, viz:

San Antonio and Aransas Pass Ry. Co. taken into the System May 1, 1925	\$26,446,506.11
Franklin and Abbeville Ry. Co.—not heretofore dealt with as a Transportation System Company	355,886.21
	26,802,482.32

## Deduct

Property retired, equipment vacated, and other adjustments.. 1,939,428.42

Net increase in Investment in Road and Equipment....\$83,033,763.81

The following table shows the number of units of each class of rolling stock owned at December 31, 1925, and at December 31, 1924, and the number of units of each class added and retired during year:

Class	Owned Dec. 31, 1923	Owned Dec. 31, 1924	Changes during the year	
			Added	Retired
Locomotives	2,440	2,346	140	48
Passenger-train cars	2,927	2,833	158	164
Freight-train cars	79,170	75,463	9,104	3,397
Work equipment	5,883	5,569	669	355

\*Included 91 locomotives, 84 passenger-train cars, 2,219 freight-train cars, and 197 units of company service equipment acquired with San Antonio & Aransas Pass Railway and Franklin & Abbeville Railway taken into System during the year.

To adequately handle the heavy traffic expected, and to avoid the contingency of loss to shippers by possible car shortage during the peak months, the Pacific Fruit Express Company (owned one-half by your Company and one-half by Union Pacific Railroad Company) has purchased 5,000 refrigerator cars at an approximate cost of \$16,000,000, which will be available for the peak traffic next Fall. Your Company is also adding to its own equipment, by construction at Company's shops, or by purchase from outside builders, rolling stock as follows:

	Co. Shops	Outside Builders	Total
Locomotives	25	23	48
Passenger-train cars	—	61	61
Freight-train cars	1,320	1,600	2,920
Company service equipment	2	9	11

The estimated cost of this equipment is \$12,500,000.

Including the Southern Pacific's one-half of the Pacific Fruit Express equipment, the total estimated cost of rolling stock, in addition to that completed and placed in service during the year 1925, amounts to \$20,500,000.

The new ocean-going freight steamship, the "El Oceano," mentioned in last year's report, was placed in service in May, 1925. The ocean-going passenger and freight steamship, the "Blenville," which was partially destroyed by fire, as mentioned in last year's report, was converted into a freight steamship, rechristened the "El Coston," and placed in service in August, 1925.

## CAPITAL STOCK—SOUTHERN PACIFIC LINES.

The decrease during the year in capital stocks of Southern Pacific Company and Transportation System Companies held by the public amounted to \$29,290, as follows:

Capital stocks of Transportation System Companies acquired from the public during the year	\$43,700.00
Less Stock of San Antonio and Aransas Pass Railway Company in the hands of the public on May 1, 1925, when such company was taken into the system	14,410.00
Decrease in capital stocks held by the public	\$29,290.00

## FUNDED DEBT—SOUTHERN PACIFIC LINES.

The increase during the year in funded debt of Southern Pacific Company and Transportation System Companies held by the public amounted to \$66,985,217.31, as follows:

Central Pacific Railway Company Thirty-Five Year Guaranteed Five Per Cent Gold Bonds, issued to provide for the construction of new lines, and for additions and betterments to existing lines	\$40,000,000.00
Southern Pacific Company Four One-Half Per Cent Equipment Trust Certificates, Series H, issued to provide for the construction and acquisition of new rolling stock	10,491,000.00
Los Angeles Public Market Company First Mortgage and Collateral Trust Six Per Cent Bonds, which are a lien on the property of the Los Angeles Public Market Company taken over by Southern Pacific Company during the year	789,500.00
Southern Pacific Railroad Company First Refunding Mortgage Four Per Cent Bonds owned by the Southern Pacific Company sold to the public during the year to reimburse the treasury, in part, for funds previously used for the construction of new lines, and for additions and betterments	6,425,500.00
San Antonio and Aransas Pass Railway Company First Mortgage Four Per Cent Bonds in the hands of the public on May 1, 1925, when such company was taken into the system	13,379,000.00
	\$71,085,000.00
Less Funded debt held by the public, retired during the year	4,099,782.69
Increase in funded debt held by the public	\$66,985,217.31

## BALANCE SHEET AND INCOME ACCOUNT OF SOLELY CONTROLLED AFFILIATED COMPANIES.

Below will be found a condensed balance sheet as of December 31, 1925, and a condensed income account for the year 1925, of all separately operated Solely Controlled Affiliated Companies, combined:

BALANCE SHEET	Dec. 31, 1925
<b>Assets</b>	
1. Property investment	\$326,341,031.17
2. Sinking funds	238,673.14
3. Investments in affiliated companies—Stocks	337,838.64
4. Investments in affiliated companies—Bonds	418,950.00
5. Investments in affiliated companies—Advances	29,073,989.89
6. Other investments	15,283,603.56
7. Cash	1,527,440.70
8. Accounts receivable	3,069,425.19
9. Material and supplies	5,705,330.33
10. Merchandise	1,095,355.27
11. Deferred assets	2,527,894.49
12. Discount on securities	11,506,037.78
13. Other unadjusted debits	2,847,273.37
14. Grand total	\$399,472,843.53
<b>Liabilities</b>	
15. Capital stock	*\$151,345,768.00
16. Premium on capital stock	335,151.75
17. Funded debt:	
(a) Held by the public	\$30,582,000.00
(b) Held within the system	31,928,000.00
(c) Total	62,510,000.00
18. Non-negotiable debt to affiliated companies	62,558,409.97
19. Current liabilities	3,874,456.62
20. Deferred liabilities	606,875.09
21. Accrued depreciation	11,697,302.19
22. Reserve for amortization of property investment	13,337,555.13
23. Other unadjusted credits	131,861,749.35
24. Total liabilities	\$433,010,268.10
25. Additions to property through income and surplus	\$54,548.11
26. Sinking fund reserves	274,316.52
27. Appropriated surplus not specifically invested	700,000.00
28. Profit and loss—Balance	135,400,354.20
29. Total corporate surplus	\$339,567,424.57
30. Grand total	\$399,472,843.53

INCOME ACCOUNT	Year ended Dec. 31, 1925
31. Operating revenues	\$35,717,975.96
32. Operating expenses (including depreciation)	28,002,016.89
33. Net revenue from operations	\$7,715,959.07
34. Taxes	2,704,431.36
35. Uncollectible railway revenues	700,000.00
36. Equipment and joint facility rents—Net	259,375.28
37. Net operating income	\$4,751,631.00
38. Non-operating income	1,562,957.16
39. Gross income	\$6,314,588.16
40. Interest on funded debt	\$2,988,567.45
41. Other deductions from gross income	1,067,114.04
42. Total deductions	\$1,055,681.49
43. Net income	\$2,258,906.67
44. Income applied to sinking and other reserve funds	\$26,875.83
45. Income balance transferred to credit of profit and loss	\$2,232,030.84

\*Of the amount of outstanding capital stock shown above, all but \$54,200 is owned within the system. †Debit.

## CLAIM FOR CLOSING COLORADO RIVER BREAK.

By sanction of Act of Congress, your Company has brought suit in the Court of Claims, Washington, D. C., to enforce its claim against the Government of the United States for \$1,113,677.42 for expenditures incurred during the twelve months beginning December 1, 1906, in accomplishing, at the instance of President Roosevelt, the closing of the break in the Colorado River, which, if not closed, would have resulted in permanent disaster by floods to the property and people of the Imperial Valley.

The Act authorizing the Court of Claims to ascertain the costs, cites that

"At the request of President Roosevelt, and under the stress of great emergency, from December 1, 1906, to November 30, 1907, the Southern Pacific Company closed and controlled the break in the Colorado River and thereby prevented the overflow and destruction of 1,214,000 acres of irrigable land in the Imperial Valley in Southern California, and saved to the Government the Laguna Dam and the Yuma reclamation project connected therewith in Arizona, as well as thousands of acres of other Government land along the Colorado River."

It is hoped that trial and decision upon the merits of the case will not be long delayed.

## PURCHASE OF MINORITY INTEREST IN HOUSTON &amp; TEXAS CENTRAL RAILROAD COMPANY CAPITAL STOCK.

On page 26 of last year's annual report mention was made of the delivery by your Company to the plaintiffs in the "Bogert Suit," pursuant to final decree of the Court, entered December 20, 1924, of 24,219 shares of the Capital Stock of the Houston & Texas Central Railroad Company. Subsequently, negotiations were entered into between the Committee of Minority Stockholders and your Company which resulted in the purchase of said 24,219 shares by your Company on January 20, 1926.

## CONSTRUCTION OF ADDITIONAL MAIN LINE IN ARIZONA.

On page 25 of last year's annual report mention was made of certain new lines to be constructed by the Arizona Eastern Railroad Company which, together with the lines of the El Paso & Southwestern, will serve the purpose of a second track between Dome, Arizona, and El Paso, Texas. Of the lines mentioned, the line from Piecho to Chandler, Arizona, has all been completed except the bridge over the Gila River which is rapidly nearing completion; and the branch line to Florence, Arizona, was opened for operation December 1, 1925. On the line from Hassayampa west to Welton, Arizona, all but 20 miles of the grading has been completed and 19.7 miles of track has been laid; and of 18.01 miles of second track to be constructed by the Southern Pacific between Welton and Dome, 10.13 miles have been completed and the grading for the remainder is about completed. It is expected that this work, including the rehabilitation of the existing line between Chandler and Hassayampa will be completed and in operation early in July, 1926.

## DOUBLE TRACKING CENTRAL PACIFIC OGDEN ROUTE.

Work during the year on double tracking the Central Pacific was confined to the completion of a gap of 17.74 miles between Emigrant Gap and Andover, California, in the line over the Sierra Nevada Mountains where, because of frequent train movements, the benefit of double track will be greatest. This work, which was completed during the year, includes the new Summit tunnel, 10,320 feet in length, which is the longest tunnel on Southern Pacific Lines.

The completion of this work gives us continuous double track from San Francisco over the Sierra Nevada Mountains to Vista, Nevada, a distance of about 250 miles. East of Vista, including the Southern Pacific-Western Pacific joint track between

Alazon and Weso, Nevada, there is in operation about 296 miles of double track, which includes all the heavy grades and congested points between Vista and Ogden, so that we now have in operation an aggregate of about 540 miles of double track between San Francisco and Ogden, or for about 70 per cent of the distance between those points.

#### NATRON CUT-OFF.

Completion of the 108-mile gap in the Natron Cut-Off, referred to on page 24 of the 1923 annual report, is expected in the summer of 1926. Including 47.35 miles of the line completed during the year, there had been completed up to the close of the year 60.55 miles, from Kirk north to Abernethy (which is three miles north of the summit of the Cascade Range), of which 46.37 miles are in operation; also 22.86 miles from near Oakridge south to near Fields, of which 6.07 miles are in operation. The distance between the two ends of the completed track is 15.37 miles.

The southerly portion of this line between Grass Lake and Weed, California, which is the junction with the present Portland route, was a logging road when acquired 20 years ago and is constructed with 3.75 per cent maximum grades and 15 degrees maximum curvature. As such a line would interfere with the safe and economical operation of the Cut-Off, permission was received October 7, 1925, from the Interstate Commerce Commission to replace this part of the route by constructing a line with reasonable gradients and curvature. Construction of this line change was commenced October 20, 1925, and is expected to be completed by the time the remainder of the route is ready for through traffic. This line change will be 23.76 miles in length, will save 4.73 miles in distance over the present line, and will have 1.4 per cent maximum grades. It will also have 3,540 degrees less curvature, will substitute maximum curve of 8 degrees for the present maximum of 15 degrees, and will have 713 feet less vertical rise and fall. The cost is estimated at \$2,656,000.

#### PROPOSED NEW LINES IN SOUTHERN OREGON AND NORTHERN CALIFORNIA.

The completion of the Natron Cut-Off will consummate the Company's plan of long standing for a new low grade through route between San Francisco and Portland. For the further development of the country lying generally to the east of the Cut-Off, including a large acreage of valuable timber in Southern Oregon and North-eastern California, and to provide a new through route between the Willamette Valley, in Oregon, and points east of Ogden, Utah, application has been made to the Interstate Commerce Commission for authority to construct and/or to acquire new lines as follows, viz:

1. Acquisition of joint stock interest in the Oregon, California & Eastern Railway Company. This company has in operation a line, 40 miles in length, extending from Klamath Falls to Sprague River, Oregon, and proposes, with the concurrence of your Company, to construct such extensions as may be necessary to serve timber properties lying to the east of its present terminus at Sprague River;
2. Acquisition of the outstanding securities of the Nevada-California-Oregon Railway Company which owns a narrow gauge line, 154 miles in length, extending from Wendell, California, on the Fernley Branch of your Company's Salt Lake Division, in a general northerly direction through Alturas, California, to Lakeview, Oregon. It is proposed to standard gauge this line and thus make it more valuable as a feeder to the main line through the free interchange of standard gauge equipment;
3. Construction of a line from Klamath Falls, Oregon, to Cornell, California, 36 miles in length, to serve agricultural territory that will be tributary to the Natron Cut-Off; and a further extension of this line from Cornell to Alturas, California, about 63 miles, where a connection will be made with the Nevada-California-Oregon Railway.

At the present time traffic between Oregon and Nevada must pass through California over the heavy grades of the Siakiyou and Sierra Nevada Mountains. The opening of the Natron Cut-Off, the acquisition of the Nevada-California-Oregon Railway, and the construction of the line from Klamath Falls, Oregon, to Alturas, California, will provide a new through route which will avoid these mountain ranges and shorten the distance between the Willamette Valley and the Ogden gateway by about 234 miles. The carrying out of this plan, which it is estimated will involve the expenditure of about \$15,000,000, will yield a substantial and increasingly large return to your company from the development of new traffic; and will be further justified by economies in operation made possible by a saving of over two hundred miles in distance for through traffic between Oregon and points east of Ogden. It will also defer for many years the necessity of double tracking the single track line south of Weed, California, which involves difficult construction around Mount Shasta and through the Sacramento River Canyon.

The Interstate Commerce Commission now has our application under consideration, but the situation has been complicated by an application of the Oregon Trunk Railway Company for authority to extend its line from Bend, Oregon, south to Klamath Falls, a distance of 174 miles, to serve territory that would be adequately and more efficiently served by the plan of your Company.

#### ACQUISITION OF CONTROL OF THE SAN ANTONIO & ARANSAS PASS RAILWAY COMPANY.

On December 6, 1924, the Southern Pacific Company and the Galveston, Harrisburg & San Antonio Railway Company (a solely controlled subsidiary of the Southern Pacific Company) filed a joint application with the Interstate Commerce Commission for authority to acquire control (the former by stock ownership and the latter by lease) of the San Antonio & Aransas Pass Railway Company owning 725 miles of line in the state of Texas, extending from Waco on the north, Kerrville on the west, and Houston on the east, to Falfurrias and Corpus Christi on the south. The Commission, by an order dated March 25, 1925, approved such application, and accordingly the Southern Pacific Company, on April 8, 1925, acquired control of the capital stock of the San Antonio & Aransas Pass Railway Company; and the Galveston, Harrisburg & San Antonio Railway Company, on May 1, 1925, acquired control of the property of said company by lease.

Prior to 1903 your Company had acquired control of the capital stock of the San Antonio & Aransas Pass Railway Company and had guaranteed the principal and interest of \$17,544,000 of the latter's First Mortgage Four Per Cent Bonds. By a decree of Court entered December 14, 1903, your company was compelled to divest itself of its stock control, but its liability under its guaranty of the principal and interest of the bonds has continued, and at the time of making the application to the Commission there was due to your company the sum of \$9,263,911.75 for interest paid under the guaranty, plus interest thereon amounting to \$4,823,771.10, or a total of \$14,086,782.91.

It is expected that the annual saving in administration and operating expenses, and other economies which will result from the operation of the San Antonio & Aransas Pass as a part of the Southern Pacific Transportation System, will about equal the annual interest payable under the guaranty; that the use of Southern Pacific equipment and other facilities will improve the service rendered to the patrons of the line; and that the greater development of the territory tributary to the line which will result from the unification, will furnish your Company with profitable traffic.

#### PROPOSED EXTENSION OF SAN ANTONIO & ARANSAS PASS INTO RIO GRANDE VALLEY.

Since the acquisition of control by the Southern Pacific Company, the San Antonio & Aransas Pass has applied to the Interstate Commerce Commission for authority to construct an extension, about 85 miles in length, beginning at the present terminus of the Falfurrias Branch and extending in a general southerly

direction to the international boundary line between the United States and Mexico; also a branch line beginning at the City of Edinburg, Texas, on such proposed extension, and extending thence in a general southeasterly direction to Harlingen, Texas, a distance of about 35 miles. The Commission has not yet rendered its decision.

#### ACQUISITION OF OTHER LINES.

With approval of the Interstate Commerce Commission your Company, as of June 30, 1925, acquired the capital stock of the Holton Interurban Railway Company which owns a line in the Imperial Valley extending from El Centro, California, on the line of the Southern Pacific, to Holtville, California, a distance of 11 miles; and on October 16, 1925, leased for a term of 99 years the line of the Lake Tahoe Railway & Transportation Company, extending from Truckee, California, to the pleasure resort at Lake Tahoe, a distance of 16.5 miles. It is expected that these lines will yield a substantial and justifying amount of profitable traffic.

#### OREGON & CALIFORNIA RAILROAD LAND GRANT CONTROVERSY.

The United States District Court for Oregon has rendered a decision in the accounting suit brought in 1917 by the United States, seeking to offset against the compensation of \$2.50 per acre due the Company for unsold lands, moneys received by the Company in excess of \$2.50 per acre from past sales, leases, and otherwise, as well as taxes levied since the forfeiture decision in 1913 and voluntarily paid by the Federal Government to the State of Oregon.

On November 10, 1925, the Court approved of a form of decree to be entered in the case under which the Oregon & California Railroad Company will recover approximately \$3,819,717.86, of which \$1,723,470.56 will be paid to the Railroad Company and the remaining \$2,096,247.30 paid to the Central Union Trust Company of New York. Trustees, under Oregon & California Railroad Company's First Mortgage of July 1, 1887; such recovery, however, to be subject to certain adjustments mentioned in the proposed form of decree. The decree has not yet been entered pending application to be made by the Railroad Company for the inclusion in the amount to be recovered by it under said decree of certain items not now included therein.

#### SOUTHERN PACIFIC RAILROAD COMPANY OF MEXICO.

On the 102.78 mile gap in the main line between Tepic and La Quemada, construction work has proceeded diligently, there having been completed during the year 64.73 miles of track, making a total of 81.81 miles of track completed to December 31, 1925. Of the 20.97 miles remaining to be completed at the close of the year 6.96 miles of grading had been completed ready for ties and rail, and the grading of 9.47 additional miles was in progress. Unexpected formation encountered in tunnel excavation has made it necessary to increase the amount of concrete tunnel lining, and this, together with slides which occurred during the tropical rainy weather, has delayed the work. It is now expected, however, to have the line completed and ballasted by January, 1927.

#### CHANGE IN ORGANIZATION.

Mr. Julius Kruttschnitt, on April 9, 1925, after forty-seven years of continuous service with the Southern Pacific Lines, during the last twelve years of which he was Chairman of the Executive Committee of your Company, having reached the age of retirement under the Company's rules, announced his intention to retire from active service on May 31, 1925. The undersigned was selected to succeed Mr. Kruttschnitt as Chairman of the Executive Committee, and thereafter the Board of Directors, in accordance with a plan worked out by the Executive Committee, amended the By-Laws of the Company, effective June 1, 1925, so as to provide:

1. That the Chairman of the Executive Committee shall preside at all meetings of the Board of Directors and of the Executive Committee, and shall have general control of the Company's business and the management of its financial affairs.
2. That the authority of the President shall be extended so that, under the control of the Executive Committee, he shall have direct charge of all the properties of your Company other than the Texas and Louisiana Lines, which, as heretofore, shall continue their operations under their separate organization as an integral part of the transportation system of your Company. The President's headquarters to continue as at present in San Francisco, California.
3. That there shall be created the office of Vice Chairman, and that the occupant thereof, under the direction of the Chairman, shall have charge of the general office of the Company in New York city; shall be the medium of communication between the President and the Executive Committee; and, in the absence of the Chairman, shall exercise the powers and perform the duties of the Chairman.
4. That there shall be created the office of Executive Vice President, with headquarters in San Francisco, California, and that the occupant thereof, under the direction of the President, shall have immediate charge of the management, operation, and traffic of the lines west of Ogden, Utah, and Tucumcari, New Mexico; and in the absence of the President, may exercise the powers and perform the duties of the President.
5. That there shall be created the office of Vice President in Charge of Traffic, with headquarters in Chicago, Illinois, and that the occupant thereof, under the direction of the President, shall have charge of the solicitation and development of traffic interchanged with other companies, of the rates and divisions concerning such traffic, the agencies established off the lines of the Company for such purposes, and the relations with other lines incident thereto.
6. That there shall be created the office of Executive Officer, with headquarters in New York, and that the occupant thereof, under the direction of the President, shall have immediate charge of the management, operation, and traffic of the Southern Pacific Steamship Lines; and shall perform such other duties as may be assigned to him.

#### GENERAL.

The dividends for the year on the capital stocks of the Southern Pacific Company and its Transportation System Companies held by the public amounted to \$22,608,649.32, as follows:

Dividends on capital stock of the Southern Pacific Company:	
1½ per cent paid April 1, 1925.....	\$5,585,713.58
1½ per cent paid July 1, 1925.....	5,585,713.58
1½ per cent paid October 1, 1925.....	5,585,713.58
1½ per cent payable January 2, 1926.....	5,585,713.58
Total Southern Pacific Company.....	\$22,342,854.32
Dividends on stocks of Transportation System Companies held by the public.....	
	266,795.00
Total dividend payments for the year....	\$22,609,649.32
The total taxes for the year amounted to	\$21,275,282.02

Under the pension system put into effect January 1, 1903, there were carried on the pension rolls at the end of the year, 1,712 employees. The payments to pensioners for the year amounted to \$958,035.50, equivalent to six per cent per annum on an investment of \$15,967,259.33.

It is with profound sorrow that the Board announces the death in New York, on June 15, 1925, of Mr. Julius Kruttschnitt who, as stated on page 24 hereof, had retired from the chairmanship of the Executive Committee of your Company on May 31, 1925. Mr. Kruttschnitt was in the service of your lines for forty-seven years, practically the entire period of his business career, and his name is inseparably connected with your Company.

The Board gratefully acknowledges its appreciation of the loyal and efficient services rendered by officers and employees during the year.

By order of the Board of Directors,

HENRY W. DE FOREST,  
Chairman of the Executive Committee.





*Trans-Atlantic ships loading at the Port of Norfolk City piers*

# NORFOLK—

## *the Gateway Port to the World*

### *Frequent Sailings to:*

Liverpool	Dublin
London	Cork
Hull	Hamburg
Leith	Bremen
Manchester	Australian Ports
Bristol	Manila
Glasgow	Yokohama
Avonmouth	Kobe
Amsterdam	Shanghai
Rotterdam	Hong Kong
Antwerp	Otaru
Copenhagen	Itozaki
Oslo	Muji
Helsingfors	Singapore
Danzig	Havana
Christiania	Java Ports
Genoa	New Zealand
Dundee	Ports
Londonderry	West Coast
Cardiff	U. S. A. and
Belfast	others.

FROM 1915 to 1925 exports from Norfolk have grown from 19 millions to 118 millions—an increase of 520%! Imports in this same period have grown over 250%!

Today Norfolk is the first coal and one of the most important tobacco ports in the United States—and for all merchandise it is the second port on the Atlantic Coast, being exceeded in volume only by New York.

Nature has highly favored Norfolk in its geographic location. An all year temperate climate—a magnificent harbor—free all year from ice—and able to accommodate an unlimited number of vessels—these are some of the reasons for Norfolk's astounding growth.

Direct routes to Europe, the West Indies, South America and the Pacific Coast of the United States offer to shippers substantial savings in time and money.

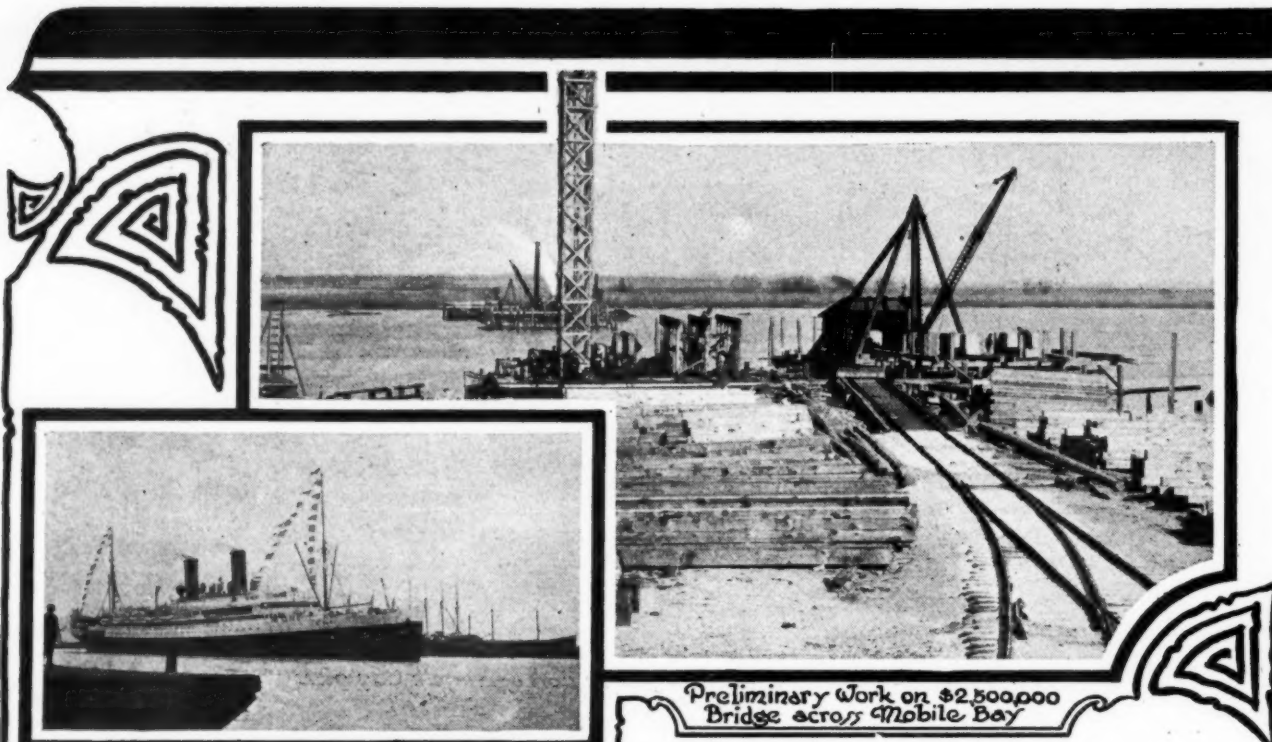
For loading and unloading, the water front Norfolk Tidewater Terminal is served by eight trunk line railways, all perfectly coordinated by a jointly owned belt line within the city limits. Traffic congestion, with its consequent delays, is impossible.

\* \* \*

Norfolk has a thoroughly equipped Freight Traffic Commission and Maritime Exchange which will be glad to assist manufacturers in any of their shipping problems. Address Dept. P, Norfolk-Portsmouth Chamber of Commerce, Norfolk, Va.

# NORFOLK-PORTSMOUTH

## *Chamber of Commerce*



French Liner Entering Port of Mobile  
for Passengers, Freight & Bunkers

Preliminary Work on \$2,500,000  
Bridge across Mobile Bay

## Locate Your Factory in—

# Mobile Alabama

One of the most unique opportunities for manufacturers ever presenting itself on the American Seaboard exists at Mobile today.

The State of Alabama has purchased 550 acres of harbor property on which it is expending \$10,000,000 in the construction of the most modern port terminal facilities in the world, under the direction of Major General Wm. L. Sibert, U. S. Army, Retired.

For its own immediate purposes the State requires 200 acres. The remaining 350 acres of high land, with rail, ship and inland waterways facilities are available to tonnage producing industries on very liberal terms. The meeting here of trunk line railroads (connected by Belt Line with State Docks), Warrior Barge Line, and ocean going vessels makes possible the assembling of a great variety of raw materials at a minimum in transportation costs.

In addition to this, transmission lines are now being constructed to bring to Mobile cheap hydro-electrical power for all purposes.



Because of even climate and favorable living conditions, labor has never been a problem to industries in Mobile.

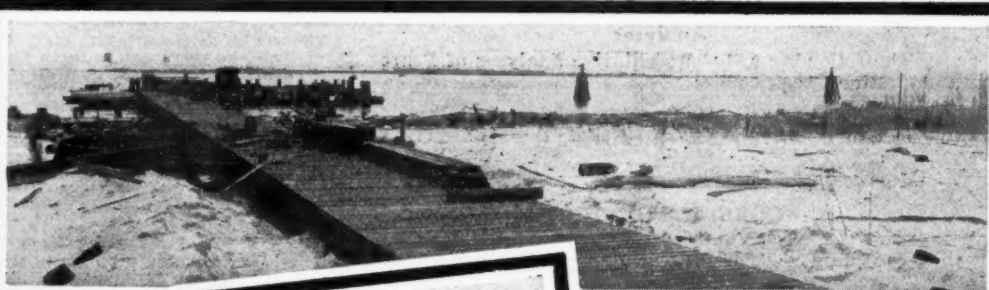
THE COMBINATION OF LIBERAL LEASES, LOW TRANSPORTATION COSTS, CHEAP POWER, AND SATISFIED LABOR, ADDS CONVICTION TO THE PROMISE OF A COOPERATIVE WELCOME AWAITING THE ESTABLISHMENT OF YOUR PLANT AT

# Mobile Alabama

Special surveys will be cheerfully submitted.

## Mobile Chamber of Commerce MOBILE, ALABAMA

*There is no Inheritance or State Income Tax in Alabama*



Foundation for first Wharf Unit  
\$10,000,000 State Dock

Beginning of Work on \$300,000  
U.S. Quarantine Station



Jim Walker

STATE OF ALABAMA  
EXECUTIVE DEPARTMENT  
MONTGOMERY

WILLIAM W. BRANDON  
GOVERNOR

## ALABAMA'S INDUSTRIES

(This advertisement is a continuation of previous advertisements relating to natural resources in Alabama.)

### COKE AND BY-PRODUCTS

ALABAMA ranks fourth in the number of coke ovens, capacity, and production. In 1924 there were 1,221 coke ovens in the State with an annual production of 5,000,000 tons of coke of which 268,709 tons were produced in beehive ovens and 4,731,291 tons in by-product ovens. In the production of this tonnage of coke 7,836,000 tons of coal were consumed. The total value of Alabama's coke in 1924 was approximately \$25,000,000.00.

#### Production

The following table records the rapid advance of the coking industry in this State:

1880.....	60,719	tons
1890.....	1,072,942	tons
1900.....	2,110,837	tons
1910.....	3,231,399	tons
1920.....	3,982,472	tons
1924.....	5,000,000	tons

#### Consumption

Approximately 85 per cent of the coke produced in Alabama is consumed in Alabama blast furnaces, about 10 per cent goes to foundries and 5 per cent is used for domestic purposes. A negligible quantity is shipped out of the State.

#### Analyses

The following are representative analyses of Pratt and Blue Creek cokes:

Bee Hive Coke.....	Fix. C.	Ash	Sul.	Phos.	Moist
Blue Creek.....	83.56	10.21	.73	.971	.70
Pratt.....	90.00	8.22	1.14	.945	.61
By-Product Coke.....	Fix. C.	Ash	Sul.	Phos.	Moist
Blue Creek.....	88.22	10.83	.65	.959	.77
Pratt.....	89.98	8.88	1.16	.945	4.73

### COKE BY-PRODUCTS

The Coke industry in Alabama furnishes important products running into millions of value, in addition to the coke itself. These by-products include gas, ammonia and coal tar. The gas used for domestic purposes in the Birmingham district is obtained from this source; several million feet are also available for industrial purposes at very low rates. Most of the ammonia from the by-product coke ovens is converted into ammonium sulphate, and as such, distributed for fertilizer purposes.

The tar from the by-product plants is very valuable. By its distillation are obtained three classes of products, namely: light oil or phenol, creosote oil, and pitch. The phenols include such important products as benzol, toluol and xylene. None of the seven by-product plants in the State make the aniline dyes or pharmaceutical materials which are produced from coal tar derivatives; these are now shipped to northern plants for further refinement. But this field is in its initial stages in Alabama, and offers opportunity for extensive exploitation.

Two important plants produce creosote and pitch. Various grades of creosote oil are produced for different purposes, but primarily for use as wood preservation. Many of the most important creosoting plants in the United States are located on the Gulf Coast, and depend largely upon Birmingham for their creosote oil. And, as the Northern Alabama district is the largest producer of cast iron pipe in the world, it is itself an important consumer of the heavy pitch as obtained among the by-products,

for the dipping of the pipe. A new and interesting addition to the coal tar industry is the manufacture from coal tar pitch of a high grade coke, having a fixed carbon content of over 98 per cent, and very low ash and sulphur contents.

### CEMENT

Alabama's cement industry has probably shown the greatest recent expansion of any in the state, production having increased 48 times since Alabama entered the field at Leeds in 1908. Now Alabama produces 50 per cent of the cement consumed in the Southeastern States. This remarkable development of the cement industry in Alabama may be attributed to the presence of practically inexhaustible deposits of limestone in the heart of rich coal fields, side by side with extensive areas of shale and clay, in a territory served by adequate hydro-electric power, ample railroad facilities and strategically located with respect to markets.

#### Production

Alabama's 1924 cement production was 6,000,000 barrels of Portland cement and 600,000 barrels of slag cement, approximately 4½ per cent of the country's total. It is interesting to note that Alabama led all states in the percentage increase of its 1924 Portland cement production over 1923 with 75 per cent. At this time there are six active cement plants with an annual capacity of 7,350,000 barrels.

The phenomenal growth of the cement industry in Alabama in comparatively recent years has led to the prediction that Alabama will rank fifth in cement production in the United States within five years.

#### Territory Served

The six Alabama cement mills, together with three in Tennessee and two small mills in Georgia, serve practically the entire southeastern territory, comprising the states of Alabama, Tennessee, Mississippi, Georgia, Florida, Louisiana and the Carolinas. Owing to favored freight rates into the territory outlined, only a few mills in Virginia and Texas are able to invade this field on a competitive basis. Consumption in each of these states is fairly evenly distributed, running from 1,000,000 to 1,500,000 barrels annually in each state. Only a small per cent of cement production in Alabama and neighboring states is now exported.

#### Building Program

The heavy building program in the South in recent years together with the large State and federal aid appropriations for highway construction has resulted in a great increase in demand, which is expected to sustain itself in view of the impetus which the general building program in the South has acquired.

### ELECTRO-CHEMICALS

Manufacture of chemicals is coming rapidly to the front, including the important lines of fertilizers and bulk acids. Also, the recent large scale development of hydro-electric power has made possible an electro-chemical industry of large proportions. One organization has operated for several years an electric furnace plant of eight furnaces for the manufacture of ferro-phosphorus and phosphoric acid, and have recently added the production of abrasive materials and calcium carbide. The character of the industrial development utilizing the enormous electric power from the government project at Muscle Shoals has not been settled, but that this district will become second only to the Niagara Falls section in electro-chemical operations is assured. The fixation of nitrogen for fertilizer on the largest scale in this country will undoubtedly be a feature of the Muscle Shoals development, but this will absorb only a portion of the power and much more will be available for use in other lines.

This is 12th of a series of advertisements under the \$5000.00 advertising prize donated to the State of Alabama by the Manufacturers Record for the best exhibit at Southern Exposition, 1925.

*William W. Brandon*

Governor of Alabama



**WE  
SERVE  
THE  
PORT of MOBILE**

*The facilities of this bank, its experience and organization are always at the disposal of merchants, manufacturers, exporters, and importers.*

Our Foreign Department is well organized and capable of co-operating intelligently regardless of the nature of your contact in foreign trade.

*For Alabama, Its Port—And Progress*

**MERCHANTS BANK**  
**MOBILE** ♦ **ALABAMA**

Member Federal Reserve System

Resources over \$12,000,000

## FACTORS CONTRIBUTING to the PROGRESS of CHARLESTON

Unquestionable natural advantages, unexcelled climate, inviting living conditions, and particularly its bright future outlook.

Peoples-First National Bank not only keeps pace with local developments but supplies all forms of Banking service, either for business purposes or personal requirements.

### PEOPLES-FIRST NATIONAL BANK

*Oldest National Bank in South Carolina*

Main Bank, 18 Broad St.—Central Branch 275 King St.  
First National Branch, 139 East Bay St.

WITH the increasing commercial prosperity of CHARLESTON, our products will be required by FACTORIES, MERCHANTS and HOME OWNERS to a larger extent than ever before in our sixty-one years of merchandising.

### *We Distribute*

**PAINTS, GLASS,  
ROOFING, MILL,  
SHIP AND BUILD-  
ING SUPPLIES OF  
WELL KNOWN  
MANUFACTURERS**



### William M. Bird & Co., Inc.

205-207 East Bay Street  
2-4-6 Cumberland Street

CHARLESTON

SOUTH CAROLINA

## Citizens and Southern Company

### High Grade Investments

*A Sincere Welcome to the Delegates  
of the  
National Foreign Trade Council*

24 Broad Street

Charleston, S. C.

## REINFORCING BARS

**Plain and Deformed  
Rounds and Squares**



**The West Virginia Rail Company**  
Huntington, West Virginia

# THE GEER DRUG COMPANY

*Wholesale Druggists*

CHARLESTON, S. C.

### *Branches*

SPARTANBURG, S. C.  
GREENVILLE, S. C.



# THE CITY OF CHARLESTON

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**I**S IDEALLY situated for industrial development with a temperate climate, excellent rail and water facilities, good labor conditions and an adequate supply of cheap electric power.

Charleston offers splendid opportunities for industrial development. The engineers of this company are always ready to advise or assist in investigations as to Charleston's resources.

CHARLESTON CONSOLIDATED RAILWAY  
AND LIGHTING COMPANY

## North Carolina Pine

*Shipments by Water or Rail*

SAW MILL AND  
PLANING MILL  
CHARLESTON, S. C.

*Manufactured by*

**A. C. Tuxbury Lumber Co.**

CHARLES HILL, Prest.

F. G. DAVIES, Vice Prest.

H. W. DIPPEL, Treas-Secy.

CHARLESTON

SOUTH CAROLINA

MAIN OFFICE:

Woolworth Building

New York City

ESTABLISHED 1860

# C. D. FRANKE & CO., Inc.

## WHOLESALE



*Our catalogue will be sent to dealers only*

CHARLESTON

SOUTH CAROLINA

### WOODSTOCK BEVERAGE CASES

From Cotton Wood and Tupelo Gum  
Capacity 500,000 cases a year

### PACKING CASES

From Red Gum, Tupelo Gum  
Poplar, Yellow Pine and Cypress.

**WOODSTOCK MANUFACTURING CO.**  
CHARLESTON, S. C.

*The South's Leading Package Factory*

C. M. TROTT, President

J. A. McCORMACK, Sec'y and Treas.

**Charleston Engineering & Contracting Co.**

**General Contractors**

Charleston, S. C.

W. R. BONSALE, Pres.

CHARLES R. VALK, Vice-Pres. &amp; Treas.

### CHARLESTON DRY DOCK & MACHINE CO.

Machinists, Founders and Boiler Makers

DRY DOCK AND MARINE RAILWAYS

*Dealers In Engineers' Supplies*

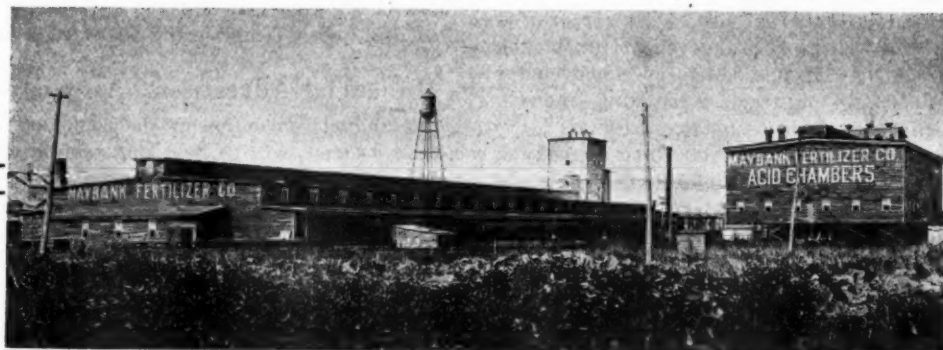
CHARLESTON

SOUTH CAROLINA



## MAYBANK FERTILIZER COMPANY

### CHARLESTON, S. C.



*Manufacturers of*

**SULPHURIC ACID, ACID PHOSPHATE**

*and*

**HIGH GRADE FERTILIZERS**

#### *How to make advertising profitable*

**A**DVERTISING is a great creator, the greatest creator of business when wisely done, but poor or badly worded advertisements failing to give instruction to the reader, fail to get the desired results.

There are thousands of people in this country who read the advertising pages of the newspapers, especially the business papers, to a greater extent than they read the editorial and news columns.

There is a vast fund of information in the advertisements of about one thousand leading American business interests in this paper. A thousand or more men are weekly telling our readers what they have to sell, whether it be machinery or financial credit or a thousand and one different things entering into business life.

Whether one reads the editorials of newspapers or not, he should at least read and study the advertising pages, for in them he will find many new ways of doing business and many new ways of enlarging trade. The intelligent reading of advertisements is as important as the intelligent presentation of them.

IT WILL PAY TO MAKE ADVERTISEMENTS  
CLEAR, INTERESTING AND COMPREHENSIVE

—Manufacturers Record, Baltimore, Md.

#### W. GORDON McCABE & CO. COTTON

CHARLESTON, S. C.

#### McCABE FERTILIZER COMPANY

CHARLESTON, S. C.  
CHARLOTTE, N. C.

#### SOUTH CAROLINA WAREHOUSE CORP.

Standard and High Density  
Compression  
CHARLESTON, S. C.

#### PALMETTO COMPRESS & WAREHOUSE CO.

Standard and High Density  
Compression  
COLUMBIA, S. C.

### Baltimore Corporation Buys 6000 Acres in Georgia—Plan Pecan Development and Winter Colony.

A tract of 6000 acres of land near Albany, Ga., has been purchased by Howard Bryant of Baltimore, representing the Southern Pecan Groves, Inc., a Maryland corporation recently organized. It is stated that the property has been mapped by soil experts and that it is the purpose of the corporation to make of it one of the large pecan developments of the South, only those areas showing fine soil to be employed for groves. The remainder of the tract, comprising approximately 2500 acres, will be retained as a game preserve.

The tract borders for seven miles on Flint River in Georgia. It is the plan of the corporation to institute an elaborate system of cultivation and fertilization in order to secure early and heavy bearing. Areas to be cultivated will be divided into one-acre units, each to contain 25 trees, this number eventually to be reduced to nine, as it is understood this is the maximum number of trees an acre of land will sustain when trees are in full bearing.

Groves of paper-shell pecans already in bearing in the vicinity of Albany are said to have shown excellent yields. The United States Government has established a field experimental station outside of Albany for developing newer and

finer varieties of the pecan and to study soils and cultural methods for growing the trees.

Plans of the company include the promotion of a winter colony along the banks of Flint River, to accommodate which a chain of small bungalows will be erected. Officers of the corporation are Dr. Veador Leonard, president; Francis S. Packard, vice-president and treasurer, and George Morrison Gaither, secretary. These, with Mr. Bryant, Francis S. Packard, Jr., Henry B. Thomas and Judge Harry C. Gaither, all of Baltimore, comprise the board of directors.

### Financial Advertisers' Association Meeting.

The annual convention of the Financial Advertisers' Association, Detroit, will be held this year in that city from September 20 to 23, inclusive, according to an announcement by the publicity committee of the association. A program committee has been selected by President Carroll Regan, to be composed of Clinton F. Berry, Detroit; Theodore Weldon, Chicago; Charles R. Wiers, Boston; H. D. Hodapp, New York; C. E. Bourne, Montreal; Paul T. Bollinger, Detroit; Ernest L. Colegrove, New York; Fred Ellsworth, New Orleans, and C. H. Henderson, Cleveland.

It is understood that the program will include papers by prominent speakers and discussions of constructive ideas applicable to financial advertising.



## PROPOSALS

BOND ISSUES

BUILDINGS

PAVING

GOOD ROADS



Bids close May 8, 1926.

U. S. ENGINEER OFFICE, Florence, Ala.—Sealed proposals will be received here until 11 A. M. May 8, 1926, and then opened, for the sale of standard-gauge dump cars and standard-gauge locomotives at Wilson Dam, Tennessee River. Further information on application.

Bids close May 6, 1926.

TREASURY DEPARTMENT, Office of the Supervising Architect, Washington, D. C., April 15, 1926.—SEALED PROPOSALS will be opened in this office at 3 P. M. May 6, 1926, for subdrainage system at the United States Post Office, Douglas, Georgia. Drawings and specifications may be obtained from the Custodian at Douglas, Ga., or at this office, in the discretion of the Supervising Architect, Jas. A. Wetmore, Acting Supervising Architect.

Bids close May 18, 1926.

SEALED PROPOSALS will be received by the U. S. Veterans' Bureau, Room 791, Arlington Building, Washington, D. C., until 11 A. M. May 18, 1926, and then there publicly opened, for the construction complete of one Recreation Building to be built at U. S. Veterans' Hospital No. 62, Augusta, Georgia. This work will include reinforced concrete construction, hollow tile, brickwork, marble work, tile floors, ironwork, slate and tile roofing, roof ventilators, metal lathing, plastering, carpentry, hardware, painting, glazing, plumbing, heating and electrical work. Proposals will be considered only from individuals, firms or corporations possessing satisfactory financial and technical ability, equipment and organization to insure speedy completion of the contract, and in making awards the records of bidders for expedition and satisfactory performance on contracts of similar character and magnitude will be carefully considered. At the discretion of the Director, drawings and specifications may be obtained upon application to the Construction Division, Room 791, Arlington Building, Washington, D. C. Deposit with application of a check or postal money order for \$20, payable to the TREASURER OF THE UNITED STATES, is required as security for safe return of the drawings and specifications within ten days after date of opening proposals. FRANK T. HINES, Director. April 14, 1926.

Bids close May 3, 1926.

### \$100,000 5% Bonds

Perry, Fla.

Notice is hereby given that we will receive bids for One Hundred Thousand Dollars (\$100,000) of the bonds of Taylor County, Florida, on the 3d day of May, A. D. 1926, at the hour of two (2) o'clock P. M. These bonds are five per cent (5%) five (5) year bonds of Taylor County, Florida, and were voted for the building, constructing, paving and maintaining paved, macadamized and other hard-surfaced roads in Taylor County, Florida; interest is payable semi-annually on these bonds.

The Board of County Commissioners of Taylor County, Florida, reserves the right to reject any and all bids.

This April 14th, A. D. 1926.

THOS. B. PUCKETT,

Chairman Board of County Commissioners.

Attest:

JAMES R. JACKSON,

Clerk Board of County Commissioners.

Bids close April 26, 1926.

### \$230,000 6% School Bonds

Palatka, Fla.

Notice is hereby given that the County Board of Public Instruction will receive bids for the purchase of \$230,000 County School Bonds until Monday, April 26, 1926, at 2 P. M., at the office of C. H. Price, Supt. of Public Instruction of Putnam County, at the Courthouse in Palatka, Florida. Said bonds bear 6% interest, payable at Chase National Bank, New York, January and July of each year. Bonds mature serially from 1931 to 1954. All bids must be made on a form furnished by the Board of Public Instruction, accompanied by a certified check in the amount of \$1500, made payable to Dr. L. W. Warren, Chairman of the Board of Public Instruction, and addressed to C. H. Price, Supt., marked "sealed bid." The Board reserves the right to reject any or all bids.

BOARD OF PUBLIC INSTRUCTION,  
PUTNAM COUNTY, FLORIDA.

L. W. WARREN, Chairman.  
C. H. PRICE, Secretary.

Bids close May 1, 1926.

### \$300,000 Drainage Bonds

The City of Lake Charles, Louisiana, will receive bids up to 12 o'clock noon on the first day of May, 1926, for \$300,000 City of Lake Charles Drainage Bonds, maturing in forty (40) years, bearing interest not to exceed five (5%) per cent, subject to approval of John C. Thomson, Esquire, of the city of New York. Said bonds will be delivered at Lake Charles, Louisiana, and certified check for two (2%) per cent of the par value of the amount of the bonds for which bid is made must accompany each bid.

Information regarding these bonds may be obtained from J. H. Funderberg, Commissioner of Finance of the City of Lake Charles.

HARRY J. GEARY,

Mayor, City of Lake Charles, La.

Attest:

EMMA H. SQUIRES,  
Clerk.

Bids close May 1, 1926.

### \$10,000 Street Paving and Improvement Bonds

The City of Lake Charles, Louisiana, will receive bids up to 12 o'clock noon on the first day of May, 1926, for \$10,000 Street Paving and Improvement Bonds, maturing in ten (10) years, bearing interest not to exceed six (6%) per cent, subject to approval of John C. Thomson, Esquire, of the city of New York. Said bonds will be delivered at Lake Charles, Louisiana, and certified check for two (2%) per cent of the par value of the amount of the bonds for which bid is made must accompany each bid.

Information regarding these bonds may be obtained from J. H. Funderberg, Commissioner of Finance of the City of Lake Charles.

HARRY J. GEARY,

Mayor, City of Lake Charles, La.

Attest:

EMMA H. SQUIRES,  
Clerk.



Bids close May 8, 1926.

U. S. ENGINEER OFFICE, Florence, Ala. Sealed proposals will be received here until 11 A. M. May 8, 1926, and then opened, for the sale of concrete mixer plant equipment, including two 2-yard mixers, one 10-ton steel guy derrick, bucket elevators, belt conveyors, motors, etc., at Wilson Dam, Tennessee River. Further information on application.

Bids close May 10, 1926.

**\$200,000 5% Bonds**

Mobile, Ala.

The Board of Revenue and Road Commissioners of Mobile County, Alabama, respectfully calls for bids for not exceeding \$200,000 in 5 per cent 20-year refunding bonds, issued to retire \$200,000 in bonds issued July 1, 1906. This new issue will be dated July 1, 1926, and mature July 1, 1946. Bids will be received up to and opened at 10:30 A. M. of MONDAY, MAY 10, 1926, at the office of the Board of Revenue and Road Commissioners of Mobile County, Alabama. Right is reserved to reject any or all bids. For further information, address Thomas B. Allman, Clerk of Board of Revenue and Road Commissioners, Mobile, Alabama.

ALBERT S. TOWLE, President.

Bids close May 1, 1926.

**\$20,000 Public Park Bonds**

The City of Lake Charles, Louisiana, will receive bids up to 12 o'clock noon on the first day of May, 1926, for \$20,000 Public Park Bonds, maturing in fifteen (15) years, bearing interest not to exceed six (6%) per cent, subject to approval of John C. Thomson, Esquire, of the city of New York. Said bonds will be delivered at Lake Charles, Louisiana, and certified check for two (2%) per cent of the par value of the amount of the bonds for which bid is made must accompany each bid.

Information regarding these bonds may be obtained from J. H. Funderburg, Commissioner of Finance of the City of Lake Charles.

HARRY J. GEARY,  
Mayor, City of Lake Charles, La.Attest:  
EMMA H. SQUIRES,  
Clerk.

Bids close April 28, 1926.

**\$50,000 6% Improvement Bonds**

Auburndale, Fla.

SEALED PROPOSALS will be received by the City Council of the City of Auburndale, Florida, at the City Hall in said City until 3 o'clock P. M. Wednesday, the

28TH DAY OF APRIL, 1926.

for \$50,000 Street Improvement Bonds of said City, dated March 1, 1926, maturing as follows:

The said bonds will mature and become payable in an equal amount yearly over a period of ten years; that is, five bonds will mature on the first day of March in each of the years 1927 to 1936, both inclusive, with interest at 6 per centum per annum, payable semi-annually on the first day of March and the first day of September, both principal and interest payable at Hanover National Bank in the city of New York, N. Y.

The purpose of this issue is to provide funds for the payment of the balance of the cost of certain street improvements already completed, the said improvements having been assessed against the property benefited. The said assessments are pledged to the payment of the bonds and, in addition, the full faith and credit of the City is also pledged for the payment of said bonds, and unlimited taxes on all the taxable property within the City are authorized by law and ordinance to be levied for such payment.

Bids must assent to delivery as herein specified and must be stated in a percentage of par value plus accrued interest, and must be accompanied by certified check upon a national bank or state bank incorporated under the laws of Florida for 2 per centum of the par value of the bonds bid for.

The said bonds are to be validated by decree of the Circuit Court, Polk County, Florida, and the approving opinion of Caldwell & Raymond, Attorneys of New York City, as to the legality of the bonds, will be furnished to the purchaser without charge.

By order of the City Council.  
D. W. THORP, JR.,  
[Seal.] City Clerk.

Bids close May 5, 1926.

**\$33,000 5% Paving and Water-Works Extension Bonds**

SEALED BIDS will be received by the City Council of the City of Eastman at the City Hall in said city until 11 o'clock A. M., Eastern time, on

MAY 5TH, 1926.

for the following issue of the City of Eastman bonds, to-wit:

PAVING BONDS in the sum of \$25,000, being in denominations of \$1000 each, dated July 1, 1926, bearing interest at the rate of five (5%) per cent per annum, payable semi-annually on the first days of January and July, the principal payable as follows: The first \$1000 on the first day of July, 1931, and \$1000 on the first day of July of each year thereafter until the whole is paid.

WATER-WORKS EXTENSION BONDS in the sum of \$8000, being in denominations of \$1000 each, dated July 1, 1926, bearing interest at the rate of five (5%) per cent per annum, payable semi-annually on the first days of January and July, the principal payable July 1, 1926.

Principal and interest of both issues of said bonds payable in lawful money of the United States of America at the office of the Clerk of the City of Eastman.

An unlimited tax on all taxable property of the City is authorized by law for the payment of principal and interest of all the said bonds.

All bids must be unconditional, and the City Council reserves the right to reject any and all bids and to award the bonds to the bidder whose bid it deems to be for the best interest of the city.

Each bid must be accompanied with a certified check, payable to M. C. Edwards, City Manager, for 2 per cent of the par value of the amount of bonds bid for.

M. C. EDWARDS,

City Manager, City of Eastman.  
Dated Eastman, Georgia,  
March 31, 1926.

Bids close May 1, 1926.

**\$2,200,000 5% Bonds**

NOTICE FOR BIDS AND DISPOSITION OF BONDS IN ACCORDANCE WITH SECTION 1537 OF THE REVISED GENERAL STATUTES OF FLORIDA AS AMENDED.

St. Augustine, Fla.

The Board of County Commissioners of St. Johns County, Florida, will receive bids for the purchase of \$2,200,000 St. Johns County, Florida, five (5%) per cent bonds, bearing interest coupons at the Clerk's office in the County Courthouse at St. Augustine, St. Johns County, Florida, on or before 10 o'clock in the forenoon of Saturday, the first day of May, A. D. 1926.

The said bonds are in three series, "A," "B," and "C." Series "A" \$500,000. Series "B" \$800,000 and Series "C" \$900,000. The principal of said bonds of Series "A" shall be due and payable on the first day of January, 1936; the principal of said bonds of Series "B" shall be due and payable on the 1st day of January, 1946; the principal of said bonds of Series "C" shall be due and payable on the first day of January, 1956. Said bonds dated January 1, 1926, and bear interest from said date. Interest on said bonds shall be due and payable on the first days of January and July of each year, said bonds to be payable at The First National Bank of St. Augustine, in the city of St. Augustine, State of Florida, or at the Chase National Bank of New York, in the city of New York, State of New York, at the option of the holder. Bidders will include in the bid that interest will be paid by bidder from January 1, 1926, to date of delivery of bonds. Any and all bids may be rejected if the County Commissioners deem it to be in the interest of the county so to do. Address all bids to the County Commissioners of St. Johns County, Florida, care Ope P. Goode, Clerk, St. Augustine, Florida. Said County Commissioners require of all bidders that they give security by bond or certified check in the sum of one (1%) per cent of the amount of bid, payable to the said County Commissioners, that the bidder will comply with the terms of the bid.

BOARD OF COUNTY COMMISSIONERS  
ST. JOHNS COUNTY, FLORIDA.

By J. D. RAHNER, Chairman.

Attest:  
OBE P. GOODE, Clerk.

Bids close May 10, 1926.

**\$50,000 6% Street-Improvement Bonds**

Fairhope, Ala.

Sealed bids will be received at the office of the Mayor, Fairhope, Alabama, until May 10, 1926, at 8 P. M. for \$50,000 Street-Improvement Coupon Bonds, dated April 1, 1926, and bearing interest at the rate of six (6%) per cent per annum, due April 1, 1936.

Denomination, \$1000; principal and interest payable at Bank of Fairhope, Fairhope, Ala.

I. M. GALBRAITH, Mayor.

Bids close May 1, 1926.

**\$90,000 6% Road Bonds**

Sealed bids will be received until 2 P. M. on Saturday, May 1st, 1926, by Grayson County Board of Supervisors, Independence, Va., for \$60,000 Old Town District Road Bonds, payable in from five to fifteen years; interest 6%, payable semi-annually; certified check required, \$500.

Also for \$30,000 for Providence, Elk Creek and Wilson Road Districts, \$10,000 each, with same rate of interest and on same time. Certified check for \$100 required on each District issue or \$300 for all three.

GRAYSON COUNTY BOARD OF  
SUPERVISORS,  
Independence, Va.

Bids close April 26, 1926.

**\$1,000,000 5 1/4% Road and Bridge Bonds**

Gainesville, Fla.

SEALED BIDS will be received by the Board of Bond Trustees of Special Road and Bridge District Number One of Alachua County, Florida, in care of the undersigned, at the office of said Board in the Courthouse in Gainesville, Florida, until 10 o'clock A. M. Monday,

APRIL 26, 1926.

for \$1,000,000 Road and Bridge Bonds of Special Road and Bridge District Number One of Alachua County, Florida, dated January 1, 1926, maturing annually on January 1 in numerical order, lowest numbers first, as follows: \$10,000 1928 to 1930; \$20,000, 1931 to 1945; \$30,000, 1946 to 1952, and \$230,000, 1953 to 1954, all inclusive.

Denomination \$1000; principal and semi-annual interest (J. and J. 1), payable in New York City in gold; general obligations; unlimited tax; coupon bonds; authorized by Special Law of Florida for the year 1925. Bonds will bear interest at the rate of five and one-quarter per centum per annum. If no bids are received at this rate which will be acceptable, bids will also be considered for bonds bearing interest at the rate of five and one-half, five and three-quarters and six per centum per annum, respectively. No bids will be entertained except for all of the bonds offered.

Purchaser will be furnished with the approving legal opinion of Messrs. Thomson, Wood & Hoffman of New York City. The bonds will be prepared under the supervision of the United States Mortgage & Trust Company, New York City, which will certify as to the genuineness of the signatures of the officials and the seal impressed thereon.

Bids are required on forms, which will be furnished by said Trust Company or the undersigned, and must be enclosed in a sealed envelope marked "Proposal for Bonds," and be accompanied by a cashier's check drawn upon one of the incorporated banks located in the City of Gainesville, Florida, or by a certified check drawn upon an incorporated bank or trust company, said check to be in the sum of \$20,000, payable to the order of the Clerk of the Board of Bond Trustees of Special Road and Bridge District Number One, or accompanied by a bond running to the said Board of Bond Trustees and satisfactory to them, with sureties, that the bidder will comply with the terms of his bid. Under the law, any bidder whose bid shall be accepted shall, with his sureties if a bond be given, be liable to the District for all damages on account of the non-performance of the terms of his bid. The bonds will be delivered at place of purchaser's choice on or about May 17, 1926. The right to reject any or all bids is reserved.

ROBERT C. BOWERS,  
Clerk of Board of Bond Trustees of Special  
Road and Bridge District Number One,  
Alachua County, Florida.

Bids close May 11, 1926.

**Bridge Construction**

Baton Rouge, La.

Sealed proposals will be received at the office of the Louisiana Highway Commission, Raymond Building, Baton Rouge, La., up to 11 o'clock A. M.

TUESDAY, MAY 11, 1926.

at which place and time they will be publicly opened, for the construction of the French Fork Bridge, on the Jena-Jonesville Highway, in Catahoula Parish, Federal Aid Project No. 166-C.

The construction consists of three 80-ft. steel low truss spans, and four 31-ft. reinforced concrete deck girder spans supported on reinforced concrete piers. The approximate quantities involved are:

530 cubic yards of Class A concrete.  
240 cubic yards of Class E concrete.  
77,500 pounds reinforcing steel.  
1440 lineal feet untreated timber foundation piling.  
1650 lineal feet precast reinforced concrete piling.  
168,300 pounds of fabricated structural steel.

625 cubic yards structural excavation.  
8 timber test piles.

Information as to the location, character of work, extent and class of material, terms of payment, regulations governing the manner of submitting proposals and executing contract may, on application, be obtained at the office of the Louisiana Highway Commission, Raymond Building, Baton Rouge, La. Plans and specifications may be inspected at the office of the Commission in Baton Rouge, or will be furnished upon receipt of \$5.00 as payment therefor, not to be refunded.

W. B. ROBERT.

State Highway Engineer.

V. E. ATKINSON.

Chairman, Louisiana Highway Commission.

Bids close May 10, 1926.

**Concrete Highway Bridge**

Jacksonville, Fla.

Sealed proposals to be filed with Frank Brown, Clerk of the Board of County Commissioners, Room 101, County Court House, Jacksonville, Fla., will be received by the Board of County Commissioners up to 10 o'clock A. M. Monday, May 10, 1926, for the construction of a new concrete highway bridge on the Atlantic Boulevard, Road No. 2, over Big Pottsburg Creek, Duval County, Florida.

This bridge is to be constructed under the Duval County Bond Issue of 1925.

The new bridge will have a length of two hundred eighty-three (283) feet, consisting of four (4) reinforced concrete arch spans, with thirty-four (34) foot roadway and will connect at each end with the Atlantic Boulevard as shown on the plans.

Bids shall be accompanied by a certified check, drawn upon a local bank, made payable to J. F. Hammond, Chairman of the Board of County Commissioners, or money. Such certified check or money shall be in the sum of 5% of the bid, to be forfeited as liquidated damages (not penalty) by any bidder who is awarded the contract and who fails promptly to execute contract and bond. The certified check or money will be returned to the bidders upon execution of the contract and bond, or sooner upon action of the commissioners.

A bond satisfactory to the Commissioners for 50% of the total contract price will be required, which must be executed by a resident agent in Duval County representing a Surety Company, authorized to do business in the State of Florida and otherwise satisfactory to the County. The contract may be awarded to lowest, responsible and competent bidder, but the Board of County Commissioners reserves the right to reject any and all bids and waive informalities. Bids shall be based upon the plans and specifications of the Bridge Engineer, copies of which may be secured at the office of T. R. Carrick, County Bridge Engineer, 305 Court House, Jacksonville, Florida, by depositing \$50, which sum will be returned in full if plans and specifications are returned in good condition within thirty days of the date of opening bids. Plans and specifications may be examined in the County Engineer's Office at any time.

By order of the Board.

J. F. HAMMOND,  
Chairman.

Attest:

FRANK BROWN.

Dated: April 12, 1926.

Bids close May 15, 1926.

**Bridge Construction**

Paducah, Ky., April 16, 1926.

Sealed proposals will be received by the Board of Public Works, City of Paducah, Kentucky, at their office in the City Hall, Paducah, Kentucky, at 12 o'clock noon, May 15, 1926, for the construction of a reinforced concrete bridge over Island Creek on Sixth Street.

This bridge consists of a reinforced concrete beam and girder structure 222 feet long by 37 feet wide. Proposals must be made on forms, which can be obtained from the office of the City Engineer, Paducah, Kentucky.

Plans and specifications can be obtained from the office of the City Engineer, Paducah, Kentucky, or from the Consulting Engineers, Wilbur Watson & Associates, 4614 Prospect Ave., Cleveland, Ohio, upon the receipt of \$2 to cover cost of printing.

E. R. BRADSHAW, JR.

City Engineer, Paducah, Ky.

Bids close April 27, 1926.

**Highway Construction**

DEPARTMENT OF PUBLIC WORKS

STATE OF MARYLAND

STATE ROADS COMMISSION

NOTICE TO CONTRACTORS

Baltimore, Md.

SEALED PROPOSALS for building nine sections of State Highway as follows:

Garrett County, Cont. G-32—One section of State Highway between Deer Park and Kitzmiller for a distance of 0.42 mile. (Concrete.)

Garrett County, Cont. G-30—One section of State Highway from Friendsville toward the Pennsylvania State Line for a distance of 2.1 miles. (Grading and Drainage.)

Frederick County, Cont. F-88—One section of State Highway between Graceham and Rocky Ridge for a distance of 0.23 mile. (Concrete.)

Frederick County, Cont. F-87—One section of State Highway through Creagers-town for a distance of 0.54 mile. (Macadam Resurfacing.)

Calvert County, Cont. C-24—One section of State Highway between All Saints' Church and Lower Marlboro for a distance of 1.5 miles. (Gravel.)

Wicomico County, Cont. W-36—One section of State Highway between Pittsville and the Delaware State Line for a distance of 1.0 mile. (Concrete.)

Montgomery County, Cont. M-69—One section of State Highway along the Old Georgetown Road through Battery Park (45B) 1.0 mile, along the Kensington-Wheaton Road (M-34-A) 1.5 mile, along Sligo avenue (125-B) 1.0 mile and along Takoma avenue from the D. C. Line to Georgia avenue (M-42-A) 0.6 mile, a total of 4.1 miles. (Concrete Shoulders.)

Harford County, Cont. H-3-A—One section of State Highway along the Belair-Conowingo Road between Hickory and McCann's Corner for a distance of 5.6 miles. (Concrete Shoulders.)

Cecil County, Cont. Ce-10-A—One section of State Highway between Perryville and Principio for a distance of 3.4 miles. (Concrete Shoulders.)

Will be received by the State Roads Commission at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M. on the 27th day of April, 1926, at which time and place they will be publicly opened and read.

Bids must be made upon the blank proposal form which, with specifications and plans, will be furnished by the Commission upon application and cash payment of \$1.00, as hereafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (\$500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond and comply with the Acts of the General Assembly of Maryland respecting contracts.

The Commission reserves the right to reject any and all bids.

By order of the State Roads Commission this 8th day of April, 1926.

JOHN N. MACKALL, Chairman.  
L. H. STEUART, Secretary.

Bids close May 4, 1926.

**Highway Construction**

DEPARTMENT OF PUBLIC WORKS

STATE OF MARYLAND

STATE ROADS COMMISSION

NOTICE TO CONTRACTORS

Baltimore, Md.

SEALED PROPOSALS for building six sections of State Highway as follows:

Washington County, Cont. W-45—One section of State Highway between Williamsport and Lappans for a distance of 2.4 miles. (Macadam Resurfacing.)

Frederick County, Cont. F-60—One section of State Highway between Myeraville and Ellerton for a distance of 1.2 miles. (Macadam Resurfacing.)

Baltimore County, Cont. B-78—One section of State Highway along the Falls Road between Butler and Blackrock for a distance of 2.0 miles. (Concrete.)

Cecil County, Cont. Ce-55—One section of State Highway between Port Deposit and Cathers Corner for a distance of 1.0 mile. (Concrete.)

Wicomico County, Cont. W-34—One section of State Highway from the Mt. Nebo Church to Quantico for a distance of 1.44 miles. (Concrete.)

Worcester County, Cont. Wo-37—One section of State Highway between Snow Hill and Whiton for a distance of 1.75 miles. (Concrete.)

Will be received by the State Roads Commission at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M. on the 4th day of May, 1926, at which time and place they will be publicly opened and read.

Bids must be made upon the blank proposal form which, with specifications and plans, will be furnished by the Commission upon application and cash payment of \$1.00, as hereafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (\$500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond and comply with the Acts of the General Assembly of Maryland respecting contracts.

The Commission reserves the right to reject any and all bids.

By order of the State Roads Commission this 12th day of April, 1926.

JOHN N. MACKALL, Chairman.

L. H. STEUART, Secretary.

Bids close May 5, 1926.

**Street Improvements**

Eastman, Ga.

Sealed bids will be received by the City of Eastman, Georgia, through its City Council and City Manager, at the City Hall until May 5, 1926, 11 A. M., Eastern time, for the furnishing of all labor and material and the complete construction of the following street improvements:

Approximately 23,000 square yards of concrete paving.

Approximately 9500 lineal feet of granite curbing.

Approximately 10,000 square yards of concrete sidewalks.

Approximately 1000 lineal feet of 24-inch concrete pipe.

Approximately 16,000 lineal feet of 18-inch concrete pipe.

Approximately 1000 lineal feet of 15-inch concrete pipe.

Approximately 500 lineal feet of 12-inch concrete pipe.

Above to include the necessary manholes and catch basins.

Plans and specifications are on file with the City Manager at Eastman, Georgia, or with the Engineer, W. M. Crook, at Macon, Georgia.

Bids are to be made on blanks furnished by the City. Each bid must be accompanied by a certified check for \$1500, payable to the City Manager.

The City reserves the right to accept or reject any and all bids.

M. C. EDWARDS, City Manager.

W. M. CROOK,

Macon, Ga., Consulting Engineer.



Bids close April 29, 1926.

**Street Improvements**

Pickens, S. C.

Bids will be received by the Town of Pickens, S. C., 2 P. M. April 29, for approximately 7000 yards of street paving, necessary curb and gutter, grading, storm sewerage and intakes.

A certified check for \$1000 will be required from each bidder.

Specifications will be forwarded on request to the Engineers.

C. L. CURETON, Mayor.  
G. G. CHRISTOPHER, Clerk.  
THE HARWOOD BEEBE CO., Engineers,  
Spartanburg, S. C.

Bids close May 18, 1926.

**Street Paving**

Eufaula, Ala.

Sealed proposals on blank forms furnished by the City and addressed to the "Mayor and Council, Eufaula, Alabama," will be received until 2 P. M. May 18, 1926, at Eufaula, Ala., for furnishing all material, labor and equipment and doing the following work:

Approximately 67,000 square yards of street paving, with all necessary drainage, curbs, curb and gutter and appurtenances thereto as specified.

Each bid must be accompanied by a certified check, made payable to the Mayor, for not less than \$5000.

Plans and specifications can be seen at the office of the City Clerk or the office of the engineers, and specifications can be obtained from the engineers upon payment of \$2.

Full set of plans will be furnished by the engineers upon payment of \$10 to cover cost of printing and handling.

The right is reserved to reject any or all bids.

H. H. CONNOR, Mayor.  
T. C. DOUGHTIE, Clerk.  
H. S. JAUDON ENGINEERING CO.,  
Engineers,  
Elberton, Georgia.

Bids close May 5, 1926.

**Sanitary Sewers**

(CONTRACT No. 25-SR.)

OFFICE OF THE CITY ENGINEER.

Miami Beach, Fla., April 7, 1926.

Sealed proposals will be received at the above office until 9 o'clock A. M. on the 5th day of May, 1926, for constructing the following described improvements in the locations given, in the City of Miami Beach, County of Dade, State of Florida, as required to be constructed by Improvement Resolutions in which said improvements are designated SR-93 and SR-94.

Bidders may bid on any or all of the improvements hereinafter named and they are requested to state the minimum amount of work which they will accept for each class.

Improvements contemplated and the approximate quantities of work are as follows:

8-in. Concrete or Terra Cotta Sanitary Sewer, 13,051 lin. ft.  
10-in. Concrete or Terra Cotta Sanitary Sewer, 1849 lin. ft.  
12-in. Concrete or Terra Cotta Sanitary Sewer, 1865 lin. ft.  
18-in. Concrete or Terra Cotta Sanitary Sewer, 1986 lin. ft.  
6-in. Concrete or Terra Cotta Pipe House Connection, 5828 lin. ft.  
878 cu. yds. Broken Stone or Cinder Foundation.  
52 cu. yds. Reinforced Concrete Foundation.  
3720 lbs. Reinforcing Steel.  
20,737 lin. ft. 4-in. Drain Tile.  
9117 lin. ft. Repaving, Oil Treatment.  
65 Manholes.

All work is to be done in accordance with the Plans, Definitions and Instructions, General Provisions, Special Provisions, Specifications and Proposal and Contract of the City of Miami Beach.

A Certified Check, in the amount of two and one-half per cent of the total amount of the Proposal and made payable to the City Clerk, must accompany each proposal.

Plans and Specifications are on file and may be examined at this office and may be secured on application to the City Clerk by making a deposit of Twenty-five Dollars (\$25), which deposit will be returned to each bidder when he submits his bid, provided said plans and specifications are returned in good order.

CITY COUNCIL, CITY OF MIAMI BEACH.  
(Signed) C. W. TOMLINSON, City Clerk.

Bids close May 6, 1926.

**Sanitary Sewers**

Montevallo, Ala.

Sealed bids will be received by the City Council of Montevallo, Ala., at the office of the City Clerk until 2 P. M. May 6, 1926, and at that time publicly opened, for the construction of certain sanitary sewers, the same being under Improvement Ordinance No. 1. The principal items of work are approximately as follows:

14,000 lin. ft. of Vitrified Clay Sanitary Sewers, 8 in. to 15 in. in size.

Plans and specifications are on file in the office of the Mayor at Montevallo, Ala., and in the office of the Consulting Engineers, Birmingham, Alabama. Specifications and proposal blanks can be secured on deposit of \$5 from the undersigned or from the Consulting Engineers. Copy of the plans will be mailed by the Consulting Engineers on receipt of payment (not deposit) of \$5.

The right to reject any or all bids is reserved.

Cash or certified check or proposal bond for Two Thousand Dollars, made payable to the City of Montevallo, Alabama, must accompany each bid as evidence of good faith and as a guarantee that if awarded contract the bidder will execute the contract and give bond as required.

R. A. REED, Mayor.

ROBERT L. TOTTON, INC.,  
Consulting Engineers,  
Birmingham, Ala.

Bids close May 5, 1926.

**Sanitary Sewers**

(CONTRACT No. 26-SR.)

OFFICE OF THE CITY ENGINEER.

Miami Beach, Fla., April 7, 1926.

Sealed proposals will be received at the above office until 9 o'clock A. M. on the 5th day of May, 1926, for constructing the following described improvements in the locations given, in the City of Miami Beach, County of Dade, State of Florida, as required to be constructed by Improvement Resolutions in which said improvements are designated SR-95 and SR-96.

Bidders may bid on any or all of the improvements hereinafter named and they are requested to state the minimum amount of work which they will accept for each class.

Improvements contemplated and the approximate quantities of work are as follows:

8-inch Concrete or Terra Cotta Sanitary Sewer, 1380 lin. ft.  
12-inch Concrete or Terra Cotta Sanitary Sewer, 3090 lin. ft.  
21-in. Concrete or Terra Cotta Sanitary Sewer, 190 lin. ft.  
6-inch Concrete or Terra Cotta Pipe House Connection, 686 lin. ft.  
246 cu. yds. Broken Stone or Cinder Foundation.  
12 cu. yds. Reinforced Concrete Foundation.  
4850 lin. ft. 4-inch Drain Tile.  
959 lin. ft. Repaving, Oil Treatment.  
14 Manholes.

All work is to be done in accordance with the Plans, Definitions and Instructions, General Provisions, Special Provisions, Specifications and Proposal and Contract of the City of Miami Beach.

A Certified Check, in the amount of two and one-half per cent of the total amount of the Proposal and made payable to the City Clerk, must accompany each proposal.

Plans and Specifications are on file and may be examined at this office and may be secured on application to the City Clerk by making a deposit of Twenty-five Dollars (\$25), which deposit will be returned to each bidder when he submits his bid, provided said plans and specifications are returned in good order.

CITY COUNCIL, CITY OF MIAMI BEACH.  
(Signed) C. W. TOMLINSON, City Clerk.

Bids close May 5, 1926.

**Sanitary Sewers**

(CONTRACT No. 23-SR.)

OFFICE OF THE CITY ENGINEER.

Miami Beach, Fla., April 7, 1926.

Sealed proposals will be received at the above office until 9 o'clock A. M. on the 5th day of May, 1926, for constructing the following described improvements in the locations given, in the City of Miami Beach, County of Dade, State of Florida, as required to be constructed by Improvement Resolutions in which said improvements are designated SR-89 and SR-90.

Bidders may bid on any or all of the improvements hereinafter named and they are requested to state the minimum amount of work which they will accept for each class.

Improvements contemplated and the approximate quantities of work are as follows:

8-in. Concrete or Terra Cotta Sanitary Sewer, 10,272 lin. ft.  
10-in. Concrete or Terra Cotta Sanitary Sewer, 408 lin. ft.  
18-in. Concrete or Terra Cotta Sanitary Sewer, 1238 lin. ft.  
21-in. Concrete or Terra Cotta Sanitary Sewer, 1267 lin. ft.  
27-in. Concrete or Terra Cotta Sanitary Sewer, 2269 lin. ft.  
30-in. Concrete or Terra Cotta Sanitary Sewer, 1669 lin. ft.  
36-in. Concrete or Terra Cotta Sanitary Sewer, 67 lin. ft.  
6-in. Concrete or Terra Cotta Pipe House Connection, 6401 lin. ft.  
816 cu. yds. Broken Stone or Cinder Foundation.  
762 cu. yds. Reinforced Concrete Foundation.  
32,400 lbs. Steel for reinforcing.  
23,566 lin. ft. 4-in. Drain Tile.  
9868 lin. ft. Repaving, Oil Treatment.  
65 Manholes.

All work is to be done in accordance with the Plans, Definitions and Instructions, General Provisions, Special Provisions, Specifications and Proposal and Contract of the City of Miami Beach.

A Certified Check, in the amount of two and one-half per cent of the total amount of the Proposal and made payable to the City Clerk, must accompany each proposal.

Plans and Specifications are on file and may be examined at this office and may be secured on application to the City Clerk by making a deposit of Twenty-five Dollars (\$25), which deposit will be returned to each bidder when he submits his bid, provided said plans and specifications are returned in good order.

CITY COUNCIL, CITY OF MIAMI BEACH.  
(Signed) C. W. TOMLINSON, City Clerk.

Bids close May 5, 1926.

**Sanitary Sewers**

(CONTRACT No. 24-SR.)

OFFICE OF THE CITY ENGINEER.

Miami Beach, Fla., April 7, 1926.

Sealed proposals will be received at the above office until 9 o'clock A. M. on the 5th day of May, 1926, for constructing the following described improvements in the locations given, in the City of Miami Beach, County of Dade, State of Florida, as required to be constructed by Improvement Resolutions in which said improvements are designated SR-85, SR-91 and SR-92.

Bidders may bid on any or all of the improvements hereinafter named and they are requested to state the minimum amount of work which they will accept for each class.

Improvements contemplated and the approximate quantities of work are as follows:

8-in. Concrete or Terra Cotta Sanitary Sewer, 2782 lin. ft.  
10-in. Concrete or Terra Cotta Sanitary Sewer, 750 lin. ft.  
12-in. Concrete or Terra Cotta Sanitary Sewer, 2908 lin. ft.  
15-in. Concrete or Terra Cotta Sanitary Sewer, 1015 lin. ft.  
6-in. Concrete or Terra Cotta Pipe House Connection, 5497 lin. ft.  
363 cu. yds. Broken Stone or Cinder Foundation.  
7561 lin. ft. 4-in. Drain Tile.  
7077 lin. ft. Repaving, Oil Treatment.  
1564 lin. ft. Repaving, Kentucky Rock.  
28 Manholes.  
5 cu. yds. Reinforced Concrete Foundation.

All work is to be done in accordance with the Plans, Definitions and Instructions, General Provisions, Special Provisions, Specifications and Proposal and Contract of the City of Miami Beach.

A Certified Check, in the amount of two and one-half per cent of the total amount of the Proposal and made payable to the City Clerk, must accompany each proposal.

Plans and Specifications are on file and may be examined at this office and may be secured on application to the City Clerk by making a deposit of Twenty-five Dollars (\$25), which deposit will be returned to each bidder when he submits his bid, provided said plans and specifications are returned in good order.

CITY COUNCIL, CITY OF MIAMI BEACH.  
(Signed) C. W. TOMLINSON, City Clerk.

Bids close May 5, 1926.

**Street Improvements**

Timmons ville, S. C.  
Notice is hereby given that sealed proposals will be received by the Town Council of Timmons ville, S. C., at the Town Hall, until 3 o'clock P. M. Wednesday, May 5, 1926, for constructing Pavements, Sidewalks, Storm Sewers and Appurtenances. Approximate quantities as follows:

9,000 Cu Yds. Common Excavation.  
34,000 Sq. Yds. Roadway Paving.  
22,000 Lin. Ft. Concrete Curbs.  
15,000 Sq. Yds. Concrete Sidewalks.  
15 Brick Manholes.  
55 Catch Basins.  
3,000 Lin. Ft. 24-in. Sewer Pipe.  
4,500 Lin. Ft. 18-in. Sewer Pipe.  
1,500 Lin. Ft. 15-in. Sewer Pipe.  
48 Lin. Ft. 24-in. Cast Iron Pipe.

Bid must be accompanied by a certified check for Fifteen Hundred (\$1500) dollars, made payable to the Town of Timmons ville. Plans for the work may be seen at the office of the Engineers, Lee, Murray & Palmer, Sumter, S. C.

Proposal forms and specifications may be had at the same place or mailed upon receipt of Two (\$2) dollars.

The right is reserved to reject any or all bids and to waive all technicalities.

Bids close May 18, 1926.

**Water-Works and Paving**

Hagerstown, Md.  
SEALED BIDS, in duplicate, will be received by the Mayor and Council of Hagerstown, Maryland, through the Board of Water Commissioners, at their office in City Hall until 10 o'clock A. M., Eastern Standard Time, Tuesday, May 18, 1926, for Contract No. 4 for construction of Pumping Station, Filtration Plant, Reservoirs, Embankment, Pipe Lines, Paving, etc.

The principal items are approximately as follows:

Excavation, 25,000 cu. yds.  
Rolled Embankment, 34,000 cu. yds.  
Concrete, 10,000 cu. yds.  
Reinforcement, 1,150,000 pounds.  
Structural Steel, 370 tons.  
Brick Work, 700,000 bricks.  
Cast Iron Pipe and Valve Setting, 500 tons.  
Sewer, 6 in. to 30 in. and Manholes, 2800 lineal feet.

Specifications and plans can be obtained at the office of the Board by prospective bidders. A cash deposit of \$50 will be required for sets of plans and specifications, which will be refunded upon return in good condition of the sets furnished.

A certified check in the sum of \$10,000 will be required with each bid.

Bids will be publicly opened and read at the time above given.

The Board reserves the right to reject any or all bids.

WILLIAM P. LANE,  
President, Board of Water Commissioners.

ALBERT HEARD,  
Secretary, Board of Water Commissioners.

**Complete Town.**

Want complete city built like Coral Gables. Don't answer unless can assist in handling our bonds. Boom starting, millions being spent here. PENNSYTOWN CORPORATION, Norfolk, Va.

Bids close May 3, 1926.

**Water-Works Plant Improvements**

Opelika, Ala.  
Sealed proposals will be received by the City Council of Opelika, Alabama, at the office of the City Clerk, until 8 o'clock P. M., on May 3, 1926, for certain improvements to the water-works plant, as follows:

General Contract.  
Furnishing Pumps.  
Furnishing Chlorinator, Hydraulic Valves and Gauges.  
Transmission and Telephone Line (6 miles long).

Plans and specifications are on file in the office of the City Clerk and of the Consulting Engineers, Birmingham, Alabama. Specifications and proposal blanks for the general contract or for any separate section above can be secured on deposit of \$5 from the Consulting Engineers.

Copy of the plans (required for the general contract only) will be mailed by the Consulting Engineers on receipt of payment (not deposit) of \$10.

The right to reject any or all bids is reserved.

Cash or certified check for \$5000 is required for the general contract; smaller amounts for the separate sections.

H. K. DICKINSON, Mayor.  
ROBERT L. TOTEN, INC.,  
Consulting Engineers,  
Birmingham, Alabama.

Bids close June 1, 1926.

**Galveston County (Texas) Sea Wall**

GALVESTON COUNTY SEA WALL ADJACENT TO GOVERNMENT WALL ON WEST END OF ISLAND, APPROXIMATELY 2800 FEET IN LENGTH

Bids in duplicate will be received by the undersigned until 10 A. M. June 1, 1926, for Wall as above designated, with the following approximate quantities of material:

Excavation .....	15,659 cu. yds.
Back Fill, "not a pay item" .....	8,323 cu. yds.
279 Round Piling, 35 feet long .....	9,765 lin. feet
2232 Round Piling, 40 feet long .....	89,280 lin. feet
279 Round Piling, 45 feet long .....	12,555 lin. feet
1842 Reinforced Concrete Sheet Piling, 24 feet long .....	44,208 lin. feet
4-inch by 12-inch by 16-foot untreated pine Walling .....	11,200 ft. B. M.
5/8-inch by 16 1/2-inch Button Head Bolts with sockets .....	875
Cast washers for above bolts .....	875
1:3:6 concrete .....	16,265 cu. yds.
12 borings or soundings .....	
1 1/2-inch by 10-foot deformed Reinforcing Bars .....	60,200 pounds

A certified check in the sum of Ten Thousand Dollars (\$10,000), payable to the order of County Judge on a local bank, must accompany each bid, and will be promptly returned to unsuccessful bidders.

For bond, see Section 4 of Specifications. Copy of plans and specifications can be had on application to the undersigned. The County Commissioners Court reserves the right to accept or reject any and all bids, which must be addressed to the undersigned and marked on outside, "Galveston County Sea Wall Bids."

JOHN M. MURCH, County Auditor.

Galveston, Texas, April 16, 1926.

Bids close May 5, 1926.

**County Office and Jail Building**

Thomaston, Ga.

Sealed bids will be received by the undersigned on the 5th day of May next for the building of a County Office and Jail Building and equipping same. Plans and specifications can be seen at the office of the Board of County Commissioners at Thomaston, Ga.

J. B. KING, Chairman,  
B. G. McKENNEY,  
J. W. McDANIEL,

Commissioners of Roads and Revenue of Upson County, Georgia.

Bids close May 4, 1926.

**Road Maintenance Equipment**

Bastrop, La.

Sealed proposals will be received by the Police Jury of Morehouse Parish at Bastrop, La., up to 2 P. M. Tuesday, May 4, 1926, and at that time and place be publicly opened and read, for the following: One Power Unit, one Blade Machine and a 1-ton Truck with all-steel dump body.

Information as to type of equipment that will be considered, terms of payment, regulations governing manner of submitting proposals and executing contract may, on application, be obtained at the office of the Parish Engineer at Bastrop, La.

J. LESTER WHITE,  
Parish Engineer.  
J. W. BRODNAX,  
President Police Jury.

**CLASSIFIED OPPORTUNITIES****MINERAL AND TIMBER LANDS, WATER-POWER, MISCELLANEOUS PROPERTIES**

FOR SALE—Four large timber tracts, with mills; also two going manganese mines.  
R. P. JOHNSON,  
Wytheville, Va.

FOR SALE OR LEASE—Splendid granite quarry extensively opened. Address  
"GRANITE,"  
Room 213 Glenn Building, Atlanta, Ga.

CAPITALISTS INTERESTED in an exceptional cement deposit or deposit of best quality yellow ochre should write me. W. W. DEWHURST, Box 601, St. Augustine, Fla. For many years of Mr. Flagler's personal counsel.

**RATES AND CONDITIONS**

Rate 30 cents per line per insertion. Minimum space accepted, four lines. In estimating the cost allow seven words of ordinary length to a line. When the advertisement contains a number of long words proper allowance should be made. Terms: Invariably cash with order; check, postoffice or express order or stamps accepted. No display type used. Questionable or undesirable advertisements will not be accepted. The assistance of our readers in excluding undesirable advertisements is requested. We reserve the right to refuse any advertisement. No patent medicine, oil or mining stock advertisement accepted. Rate for special contracts covering space used as desired within one year as follows: 100 lines, 28c per line; 300 lines, 26c per line; 500 lines or more, 25c per line.

**MINERAL AND TIMBER LANDS, WATER-POWER, MISCELLANEOUS PROPERTIES**

FOR SALE—Timber Land, Mill Properties, Cut-Over Timber Lands, Water Frontage for subdivision located Gulf Coast.  
H. H. WEFEL, JR., Mobile Alabama.

LEAD AND ZINC DEPOSIT  
LEAD AND ZINC—Capital wanted to open a rich deposit. Two shafts in ore. Timber, water, railway at hand. Will develop or sell Missouri-Arkansas field. Map, information. R. E. WELDEN, 815 Nolan St., San Antonio, Texas.

WHITE OAK TIMBER WANTED  
WANTED—From owners, good white oak timber, suitable for staves. Will consider stumpage or in fee. Please give cruise or estimate, price, terms and location.  
E. R. McBRIDE & COMPANY,  
First National Bank Building,  
Birmingham, Alabama.



### MINERAL AND TIMBER LANDS, WATER POWER, MISCELLANEOUS PROPERTIES

#### TIMBER AND TIMBER LAND LAND AND TIMBER.

Four Thousand acres Sea Island; large tract cut-over land, forty-one thousand acres hardwood timber, thirty million feet long-leaf pine.

J. W. BARNES,  
Savannah, Georgia.

#### FARM AND TIMBER LAND

E. NORTH CAROLINA FARM LANDS.  
8500 acres Portsmouth loam, with 18-foot fall; 6 miles of main line R. R. and 2 concrete highways; over 10,000,000 feet pine timber; \$100,000 net; terms to suit.

Write  
A. T. GERRANS,  
211 Palm Drive, Lakeland, Fla.

MOUNTAIN ESTATE—3000 acres in McDowell County, Western North Carolina; elevation 1500 to 3000 feet. Delightful summer climate; no mosquitoes, no malaria, short distance from railroad, 1 mile from county highway. Tract is covered with valuable hardwood timber—oak, poplar, hickory, chestnut, maple, pine, dogwood; also rhododendron, kalmia, azalea, galax, blackberries, huckleberries, etc. Springs and running stream of clear, cold water good summer pasture, excellent orchard land—an ideal place for summer residence. Stock farm or game preserve; now contains quail, rabbits, squirrels, coons, possums; natural range for deer and wild turkeys.

W. M. PRATT, Marion, N. C.

### FARM FRUIT AND TRUCK LANDS

#### ALABAMA

WONDERFUL OPPORTUNITIES, with unlimited possibilities, for investment on the Gulf Coast at Mobile. The land that steals your heart away. We have factory sites, textile mill, central business property, farms, orange and pecan groves, timber tracts, cutover land, water-front property, homes and desirable building lots at very attractive prices and easy terms. Write us for information and literature. GULF COAST INVESTMENT COMPANY, INC., REALTORS, 32-34 N. Royal St., Battle House Bldg., Mobile, Ala.

#### FLORIDA

##### LEON COUNTY, FLORIDA.

White-Rivers Company,  
Realtors.

Tallahassee, Capital of Florida. One good investment in Florida worth lifetime of labor.

#### WE ARE REALTORS.

Service and Reliability Our Slogan.  
How can we help you in Florida?

GOODWIN & BAKER,  
Fort Pierce, Florida.

SIX HUNDRED ACRES fine potato land; will yield thirty to fifty barrels per acre; potatoes sold this year \$16 to \$20 per barrel F. O. B. Fort Pierce. Price per acre upon application.

J. G. COATS, Fort Pierce, Florida.

#### SARASOTA, FLORIDA.

Attractive offerings in Acreage Tracts and Lots in Sarasota and Suburbs.  
For further information address

DEAN-TYLER COMPANY, INC.,  
REALTORS.

#### CARR & CARR, INC.,

Realtors.

WEST PALM BEACH, PALM BEACH,  
LAKE WORTH.

References—Any bank or trust company in Palm Beach County.

#### TWENTY ACRES AND PLENTY.

Free book tells truth about Florida land; monthly payments \$1 an acre. Orange groves, planted, cared for, 10 per cent above cost.

SYLVESTER E. WILSON,  
Dept. X, Orlando, Fla.

### FARM, FRUIT AND TRUCK LANDS

#### FLORIDA

##### THE BIGGEST PAYING BUSINESS IN FLORIDA.

A well-managed farm in Florida pays a larger net income per dollar invested than any other business. We have a number of ten and twenty acre farms and farm lands which we have selected as suitable for all purposes of agriculture and horticulture. Very reasonable prices and terms. William H. Collier, Inc., Realtors and Investment Brokers, De Land, Florida.

FLORIDA—"The Land of Real Opportunity"; no state, income or inheritance taxes; the finest year-round climate in the world; heaviest crops marketed in the winter months, bringing highest prices in the frozen Northern markets. We have an investment, a home, grove or farm for you. Write today for Free Booklet, "The Largest Orange Tree in the World," and new list. Tampa-West Coast Realty Co. (Inc.), Opp. Postoffice, "Since before the War," Tampa, Fla.

#### FLORIDA FARM LANDS.

14,000 acres splendid soil suitable for raising corn, oats, all kinds of truck poultry and dairying. Easy marketing distance from two large cities. Fine roads leading to each city, railroad station on property. Splendid property for colony and town site. Will sell as whole or in parts. Attractive price and terms.

VAN PELT & HUNTER,  
Olympia Building,  
Miami, Florida.

#### FLORIDA INVESTMENTS MANATEE COUNTY.

The county that stands 7th in production of fruit and vegetables in the U. S. A solid foundation back of your investments—Farm Lands—Business Properties—Lots or Acreage for Subdivisions.

Full information on request—we can buy for you and we can resell for profit.

References: Bradenton Bank & Trust Co.

MANATEE LAND SALES CO.,

Bradenton, Fla.

St. Petersburg Office—560 First Ave. North.

#### ATTENTION.

##### OWNERS OF LAND IN FLORIDA.

If you own large tracts of land in Florida, and are willing to sell at a reasonable price, give us a full legal description of same and price desired and we can sell it for you. Titles to the property must be clear.

We are in constant touch with buyers of big property, but must have exclusive listings only.

Our reference is The Miami Bank & Trust Company.

FLORIDA LAND SALES CORPORATION,

524 SEYBOLD BUILDING,  
MIAMI, FLA.

"WE KNOW FLORIDA."

#### INVESTMENT OPPORTUNITY

in city of

##### VERO BEACH, FLORIDA.

I hold under option at \$750 per acre the closest in tract of 60 acres of undeveloped acreage in this city. Located on Cross-State road and Main Canal. Adjoining lots sold for \$1500 each and extensive residential building joins this tract. Has one-fourth mile paved highway frontage on which there is no assessment.

Vero Beach is the county seat of Indian River County, the greatest area of perfectly drained agricultural land in the state and the home of the world's finest citrus fruits, as well as becoming a leading resort city. The Bell Telephone Company has estimated that the population of this city will triple in the next eighteen months. This expansion of the city will force development far beyond this tract on to acreage for which as high as \$2000 per acre has been paid.

Location will sell lots in this tract. It is also logical site for public school and local business section at intersection of two important highways and canal.

I will back the purchaser of this tract with an experienced development and sales organization of high reputation.

Price \$45,000, \$9000 cash, \$9000 annually for four years. 15% discount for cash.

Wire for appointment.

HERMAN J. KUPPERS,  
Realtor, Vero Beach, Florida.

### FARM, FRUIT AND TRUCK LANDS

#### NORTH CAROLINA 5000 ACRES.

with frontage on a main highway between two live cities in Western North Carolina.

Elevation up to 2500 feet, commanding beautiful views. Several clear mountain streams on the property, beautiful gorge and waterfalls of 75 to 100 feet.

Very picturesque property for hunting club or private estates for other development.

\$20.00 per acre if quick.

F. C. ABBOTT & COMPANY,  
CHARLOTTE, N. C.

### SUBURBAN PROPERTY

BIG BOOM STARTING Norfolk, Virginia. Will sell 1000 lots worth \$500,000 for \$150,000; one-fourth cash, balance long terms. Lots close in and streets paved. Wire and come at once. \$350,000 profit sure. Millions being spent here. W. B. Shafer, Jr.

#### A WORTHWHILE OPPORTUNITY.

250 acres, 8 miles from White House. Best large suburban proposition at the gates of National Capital. Low price and terms to suit. Lots will sell after development from 5c to 15c per sq. ft. About two miles frontage on U. S. Conduit and Maryland State Roads. Good as city streets.

J. S. TOMLINSON, Owner,  
1344 Vermont Ave. N. W., Washington, D. C.

### BUSINESS AND RESIDENTIAL PROPERTY

HERE IS A SPLENDID INCOME  
PROPERTY.

THE WISE INVESTOR IS BUYING DIXIE  
HIGHWAY AND INDIAN RIVER  
FRONTAGE FOR SURE  
PROFITS

A part of this is business property consisting of a new Garage, Filling Station, Cafe and Living Rooms above and a Bungalow Office Building, all with modern improvements.

This property fronts 260 feet on the Dixie Highway and 260 feet on the Indian River, with Riparian Rights, and includes two vacant lots for additional business buildings.

All of the Business Buildings are new and under lease for one year. The income is certain to increase every year, so will the value of the property.

Directly across the street from the business property situated on the west side of the Dixie Highway is a new 10-room Stucco House, modern, with two baths, hardwood floors.

Choice shrubbery, coconut palms and citrus fruit.

An ideal Florida home overlooking the beautiful Indian River.

Directly south and adjoining the new English Colonial style house, on the Dixie Highway and facing the Indian River, are four vacant lots, 52x260 feet, planted to citrus fruit, bananas and coconut palms.

Three five-room and one seven-room practically new homes, modern, with bath and fireplace and wired for electricity; four vacant lots, 50x150 feet, fronting on old Dixie Highway, and one lot, 50x210 feet, with 210 feet F. E. C. R. R. trackage, are included in this deal. All of the houses are rented.

The entire property consists of one piece comprising four acres.

Price on all of this, \$60,000. Terms.

D. W. HOGAN,

Associated with

HOYT E. MORRIS & CO.,  
Vero Beach, Fla.

### BUSINESS OPPORTUNITIES

DEVELOPED BUSINESS PROPERTY; vacant business property ALONGSIDE that already improved; Lake and River front lots for homes are our specialties. These properties are always good and in demand.

#### R-E-M-E-M-B-E-R

Florida is daily growing smaller and each week's passing makes for higher values. Get your piece now.

CITY REALTY COMPANY,

Jno. F. Pearson, Prop.,

7 Ball Building, Sanford, Fla.

## BUSINESS OPPORTUNITIES

**BRICK AND TILE PLANT** complete; only plant in state making drain tile. Also saw-mill, timber tract, good farm land, two dwellings, bungalow and outbuildings. Will sell part or all. Write Wm. Butz, Dover, Dela.

**GOLD**—Nine patented gold-mining claims for sale, or money wanted to reopen. Large producers in the 80s. Working now under lease. For particulars write  
FRANK G. CLINE, Agent,  
Box 176, Lordsburg, N. M.

**LOUIS B. BOUCHELLE, JR.**  
Lands at New Smyrna, Florida.  
**BUSINESS PROPERTY** that will pay a profitable income upon the principal invested in town that is not dependent upon the tourist rush.

## FINANCIAL

**WANTED TO BORROW \$30,000** on a well-established Furniture Manufacturing Plant doing good business, located in the most progressive part of Florida. Security will be on \$100,000 or more, with first mortgage. Would like loan at 6% interest. Address No. 6563, care Manufacturers Record, Baltimore, Md.

## INDUSTRIES WANTED

**FOR SUCCESSFUL MANUFACTURING** locate in North Carolina. Best native-born labor, hard-surface roads and good transportation facilities, hydro-electric power, pure water. Good building space in fireproof buildings for lease for light manufacturing at reasonable rates. Write Chamber of Commerce or Box C, Leaksville, N. C.

## FLORIDA INDUSTRIAL SITES WITH GOOD CONCESSIONS FOR MANUFACTURERS

We offer an exceptional opportunity for industries to establish themselves at Florida Hills, near Trilby, Florida, and only 55 miles north of Tampa. Main line of the Atlantic Coast Line Railroad and main line of the Seaboard Air Line Railroad intersect within our township; our property also is traversed by Atlantic Coast Line running into St. Petersburg, Trilby, Florida, is northern terminus of Dade City to Thonotosassa short cut and future location for A. C. L. shops. Special concessions to new industries. Ideal living conditions for employees and fine facilities for distribution to all points; electric power available. If interested, be sure to write for our attractive offer.

**FLORIDA HILLS CORPORATION,**  
618 Twigg St., Tampa, Florida.

## IF INDUSTRIALLY INTERESTED IN FLORIDA

Remember, we are engineers. We will render our experience available at your service. Will assist in development of your manufacture or organization. We will extend your manufacture into this ever-growing field of opportunities, will submit survey of the territory most suitable to your problems. General mechanically and chemically allied industries are invited to select our service and interest. We also solicit investment inquiries.

**BAJJA, JAMERSON & GILBERT, INC.,**  
311 Stovall-Nelson Bldg., Tampa, Fla.

## INDUSTRIAL PLANTS

## OPPORTUNITY FOR INVESTMENT IN

**LUMBER MANUFACTURING PLANT** located between Savannah and Augusta, Ga., on railroad connecting with trunk lines; Planing Mill and Double Dry Kiln, all in excellent condition; Resaw, Ripsaw, Moulder, American Flooring Machine, Boss Timber Sizer, etc. Established exclusive trade, well situated for shipments to Eastern cities, Middle West or Florida. Investigation of available timber invited. Address No. 6577, care Manufacturers Record, Baltimore, Md.

## BUILDING FOR SALE

**FOR SALE**—Three-story, Mill-Constructed Building, 145x200, located in Atlanta, on Southern Railway, with platform track space for nine cars, equipped with elevator and sprinkler system.  
MANGET BROS. CO., Newnan, Ga.

## FLOOR SPACE FOR RENT

**BAY STREET, SAVANNAH, GA.**  
20,000 sq. ft. space, suitable for loft, office and light manufacturing. Central location, railroad and steamboat facilities. Low rent. Address A. W. SMITH, 1204 Wynne-Claughton Building, Atlanta, Ga.

## MANUFACTURING PLANT

**TWO FLOORS,**  
**15,000 SQUARE FEET EACH,**  
**FOR LEASE.**

In new concrete, fireproof building; elevator, heat, light. Apply  
MASSON'S EXPRESS,  
107 West Pratt Street, Baltimore, Md.

## FACTORY SITES

**PORT OF NEW ORLEANS**—Industrial Sites fronting Mississippi River; railroad facilities. MERAUX & NUNEZ, 710 New Orleans Bank Bldg., New Orleans, La.

**FOR SALE OR LEASE**—Eight acres intersection Seaboard & Southern Railroads, with siding; edge city limits; no city taxes; cheap electric power. Ideal manufacturing site. Write or wire. John Whitaker, Jr., Camden, S. C.

**WATER POWER and FACTORY SITE** For Sale—About 300 horsepower, large brick building, adjoins railroad yards. Price \$12,000. W. W. WILLS, Palmyra, Va.

## PATENT ATTORNEYS

**PATENTS**—Booklet free. Highest references. Best results. Promptness assured. Watson E. Coleman, Patent Lawyer, 644 G St. N. W., Washington, D. C.

**PATENTS—TRADEMARKS—COPYRIGHTS**  
Write for our free Guide Books and "RECORD OF INVENTION BLANK" before disclosing inventions. Send model or sketch and description of your invention for our inspection and instructions, free. Terms reasonable. Highest references. VICTOR J. EVANS & CO., 712 Ninth, Washington, D. C.

**INVENTORS**—Send sketch or model of your invention for opinion concerning patentable nature and exact cost of applying for Patent. Book, "How to Obtain a Patent," sent free. Gives information on patent procedure and tells what every inventor should know. Established 25 years. Chand-lee & Chandlee, 412 Seventh St. N. W., Washington, D. C.

## MANUFACTURERS AGENTS WANTED

**CALLING ON ARCHITECTS** and Contractors to secure sales on steel and galvanized marquis and ornamental iron work. Shops have large capacity.

BOX 505, EVANSVILLE, IND.

**CALLING ON STOVE MANUFACTURERS** and users of Stampings or Pressed Metal Parts in Southeastern states. Thorough acquaintance with trade required. Address No. 6578, care Manufacturers Record, Baltimore, Md.

**CALLING ON ARCHITECTS** and Contractors to secure sales on newly-developed, high-grade commercial Kalamain Door, sold at prices on which large volume can be developed. No. 6423, care Manufacturers Record.

**WANTED—SALES ENGINEERS.** IF YOU HAVE AN ESTABLISHED OFFICE AND ARE ACQUAINTED WITH ARCHITECTS AND CONTRACTORS, YOU CAN BUILD UP A PERMANENT, PROFITABLE BUSINESS AS OUR REPRESENTATIVE HANDLING ORNAMENTAL IRON AND BRONZE WORK. LOW LABOR RATES. SMALL OVERHEAD AND EXPERIENCED MECHANICS PERMIT US TO COMPETE FAVORABLY IN MOST LOCALITIES. WE CO-OPERATE AND ASSIST YOU IN EVERY POSSIBLE MANNER. GIVE FULL DETAILS REGARDING YOUR QUALIFICATIONS IN FIRST LETTER. ADDRESS NO. 6575, CARE MANUFACTURERS RECORD.

## AGENCIES WANTED

**MANUFACTURERS' AGENT** can represent one or two more manufacturers in Washington and nearby towns in Virginia and Maryland. Address No. 6572, care of Manufacturers Record, Baltimore, Md.

**SELLING AGENCY**, long established, with clientele amongst the biggest jobbers and department stores in the country, wants good salable lines to represent on commission basis. Have trained corps specialty salesmen. Connect with us if you want your product marketed. Negotiations confidential. AMERICAN MANUFACTURERS CO., 704 Arch Street, Philadelphia, Pa.

## SITUATIONS WANTED

**PRODUCTION EXECUTIVE**—LOCATED PITTSBURGH DISTRICT, HAS REACHED A LIMIT FOR PRESENT CONNECTION AND DESIRES BROADER OPPORTUNITY. TECHNICAL MAN OF 45 WITH VISION, ENERGY, UNUSUALLY BROAD EXPERIENCE, CLEAR RECORD, LAST FIFTEEN YEARS ON MANAGEMENT. SUCCESSFUL WITH NEW UNDERTAKINGS. NEW METHODS, PROCESSES (NUMBER OF PATENTS), ORGANIZATION, LABOR AND COST REDUCTION. UNQUESTIONABLE OPPORTUNITY MORE IMPORTANT THAN TITLE AND INITIAL SALARY. ADDRESS NO. 6579, CARE MANUFACTURERS RECORD, BALTIMORE, MD.

## MEN WANTED

## FOREMAN WANTED.

Must be practical and experienced in construction of cast-iron pipe lines of 48-in. and 60-in. diameter. Location of work, Atlanta, Ga. References required. Address Joseph R. Cothran, Candler Bldg., Atlanta, Ga.

**SALESMEN WANTED**—Our proposition offers greater earning possibilities to the real salesman than is offered to him in most any other line. A credit and collection service with a bonded recovery obligation. American Security Credit Company, General Offices, St. Louis, Mo.

**REPRESENTATIVE WANTED**—We still have available some desirable territory in the South Atlantic states. If you are a graduate engineer, specializing in the heating and ventilating field and are established in that district, we would like to hear from you. This is a desirable opportunity. Write to Illinois Engineering Company, 21st and Racine Ave., Chicago, Ill.

**WANTED — HIGH-GRADE SALESMEN AND SALES AGENTS** CAPABLE OF REPRESENTING A NATIONALLY KNOWN QUALITY BRAND OF TECHNICAL PAINT SPECIALTIES, EXCLUSIVELY OR IN CONJUNCTION WITH SOME OTHER LINE. FULL INFORMATION AS TO EXPERIENCE, PRESENT CONNECTIONS AND REFERENCES REQUIRED. ADDRESS NO. 6485, CARE OF MANUFACTURERS RECORD, BALTIMORE, MD.

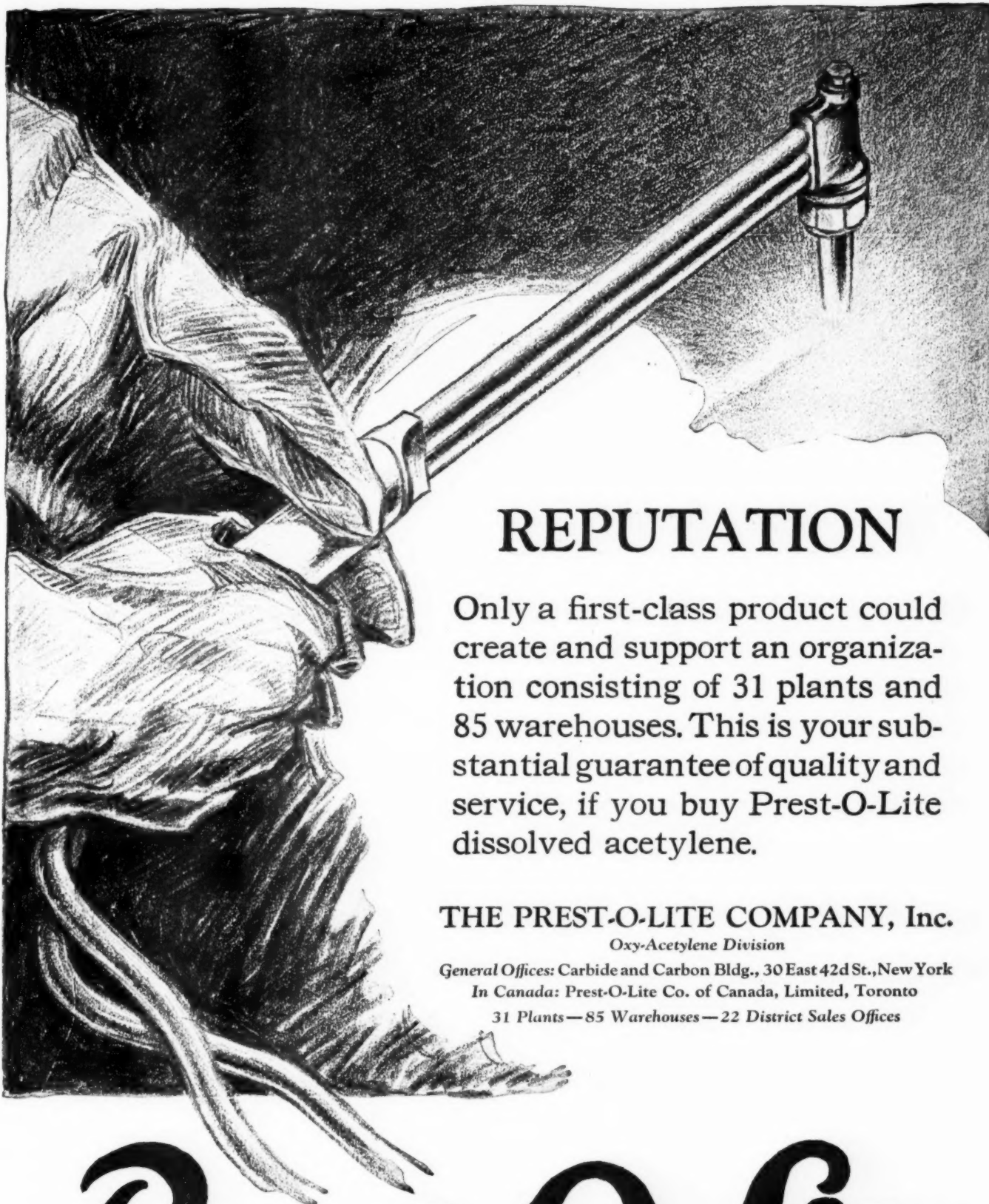
**WANTED**—Salesmen with automobiles to sell what will prove to be the fastest selling development in the city limits of Vero Beach on the East Coast of Florida. This development is a \$12,000,000 one put on by prominent Detroit capitalists, who are building a causeway to connect Vero Beach across the Indian River with this new project called "Vero Beach Villas." For further particulars write

**HOYT E. MORRIS & CO.,**  
Exclusive Selling Agents,  
Vero Beach, Fla.

**IF YOU ARE OPEN** to overtures for new connection, and qualified for a salary between \$2500 and \$25,000, your response to this announcement is invited. The undersigned provides a thoroughly organized service of recognized standing and reputation, through which preliminaries are negotiated confidentially for positions of the caliber indicated. The procedure is individualized to each client's personal requirements; your identity covered and present position protected. Established sixteen years. Send only name and address for details.

**R. W. BIXBY, INC.,**  
103 Downtown Building, Buffalo, New York.





## REPUTATION

Only a first-class product could create and support an organization consisting of 31 plants and 85 warehouses. This is your substantial guarantee of quality and service, if you buy Prest-O-Lite dissolved acetylene.

**THE PREST-O-LITE COMPANY, Inc.**

*Oxy-Acetylene Division*

General Offices: Carbide and Carbon Bldg., 30 East 42d St., New York

In Canada: Prest-O-Lite Co. of Canada, Limited, Toronto

31 Plants—85 Warehouses—22 District Sales Offices

# *Prest-O-Lite*

## **DISSOLVED ACETYLENE**

# AUSTIN Will Build Your Million-Dollar Branch Plant in Atlanta or in Pittsburgh



**G**REAT businesses, like great trees, grow through their branches. Austin has helped such leaders as General Electric, Henry Disston, American Car & Foundry, and U. S. Radiator to develop national markets, by building branch plants and warehouses from Coast to Coast.

With Austin Undivided Responsibility to shoulder the load, you can build a million-dollar branch plant as confidently in Oakland as in Pittsburgh—because Austin is ready wherever you want to locate, with a fully-equipped engineering and building organization.

Austin Undivided Responsibility provides, among other vital features:—

**Nation-wide Organization.** Permanent offices in all principal industrial centers, Coast to Coast.

**Headquarters for Building Information.** Each Austin Office is the logical center for building information in its own district: each co-operates closely with every other Austin Office.

**Fully-rounded Service in Engineering, Design, Construction and Equipment** supplied by each Austin Office.

**Guaranteed Cost.** Austin uses more shop labor and less costly field labor, to your advantage.

**Guarantee of Delivery Date** with bonus and penalty clause if preferred, regardless of location.

**Guarantee of Quality.** Austin Quality and Workmanship are uniformly dependable and are fully guaranteed.

**Engineers and Construction Crews** within quick call of any point in the country. 100 projects by Austin are now under way in all parts of the United States.

**Accurate Preliminary Estimate** on any building project, wherever located, will be furnished within 24 hours without obligation.

**PUT** your building program up to Austin. Valuable information and costs will be furnished promptly—together with personal copy of "The Austin Book of Buildings" containing vital data for every Executive with a building program on the way. Use the coupon, or wire or phone. No obligation, of course.

## THE AUSTIN COMPANY Engineers and Builders CLEVELAND

New York    Cleveland    Philadelphia    Seattle  
Chicago    Detroit    Portland    Miami  
Birmingham    Pittsburgh    St. Louis  
The Austin Company of California: Los Angeles  
and San Francisco  
The Austin Company of Texas: Dallas



### THE AUSTIN COMPANY, Cleveland

We are interested in the construction of a.....  
.....Building.....

Send me a copy of "The Austin Book of Buildings," your new 100-page book, free to Industrial Executives.

Firm .....

Individual .....

Address .....

MB-22-26

# AUSTIN

## Complete Building Service



